

GRAIN DEALERS' JOURNAL

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Vol. I. No. 5.

CHICAGO, ILL., SEPTEMBER 25, 1898.

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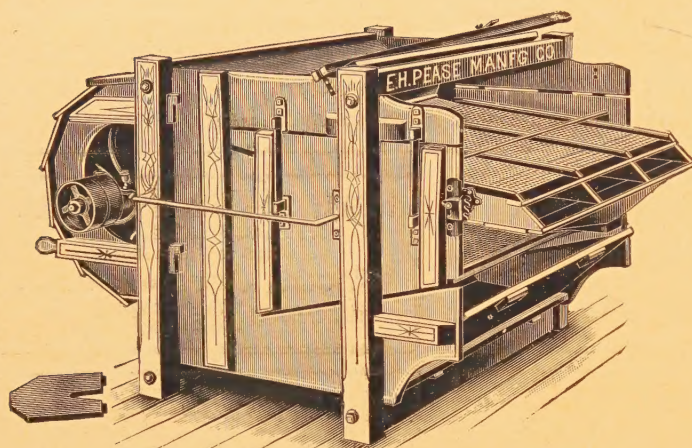
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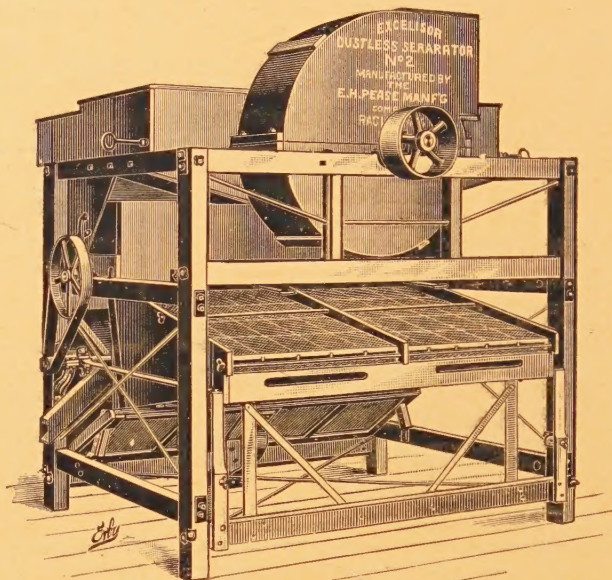
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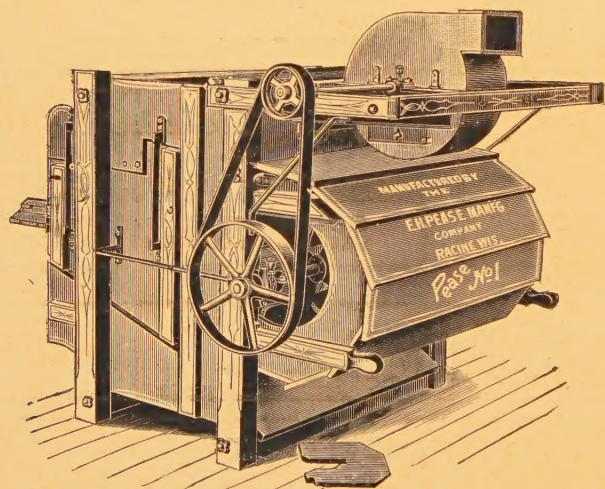


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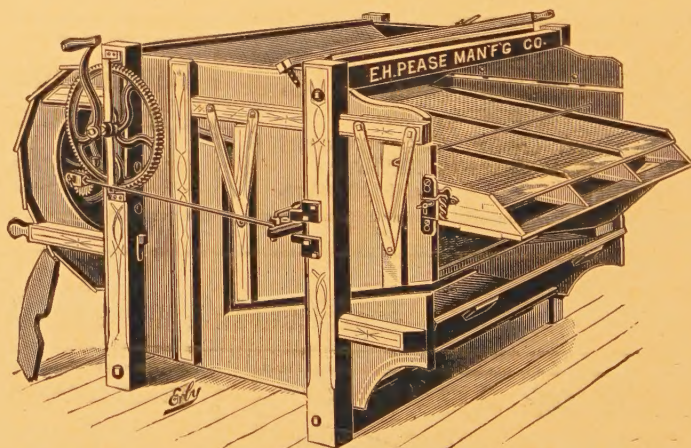
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Choice hard milling wheat supplied to Country
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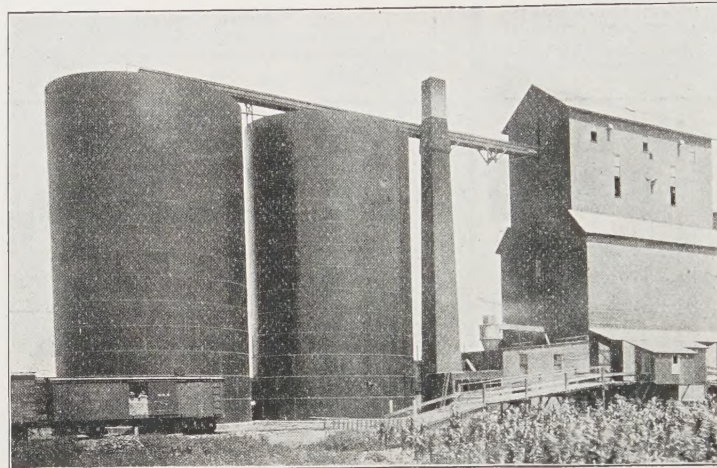
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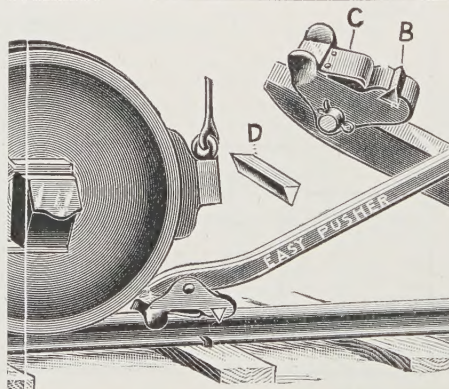
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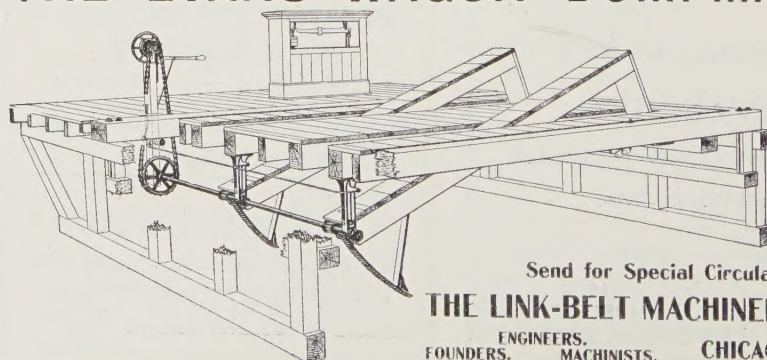
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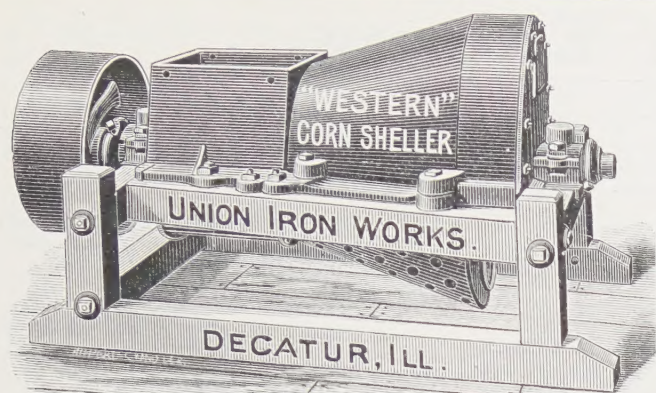
—Quanah Mill
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Quanah, Texas,
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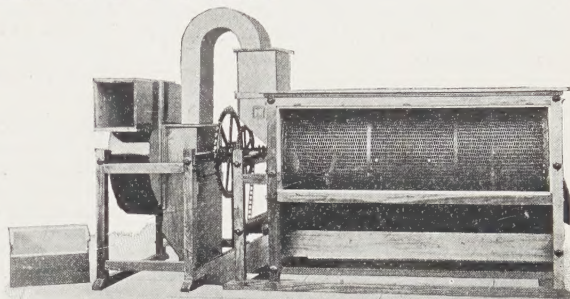
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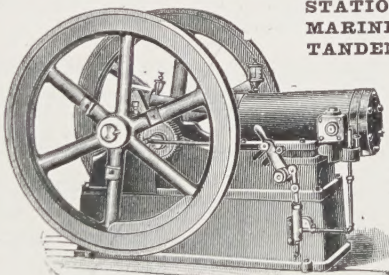
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TWO TUBULAR BOILERS 48 inches by 16 feet, for sale at a bargain. For prices and description address Muscatine Oat Meal Co., Muscatine, Iowa.

SEPARATOR—A second hand No. 4 Duplex Separator and Grader made by Barnard & Leas, for sale cheap. Address, Baumann Bros., Milwaukee, Wis.

GRAIN CLEANERS, engines and machinery not in use, which are in your way and increase the fire hazard of your plant, can be sold by advertising them in this column.

ELEVATOR—About 40,000 bus. capacity at a good grain point within 40 miles of Milwaukee for sale. Good facilities for cleaning and mixing in transit. A rare chance; good reason for selling. Address, Box 249, Milwaukee, Wis.

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LAND SUITABLE FOR ELEVATOR site, shipyard, rolling mill or factory for sale. One mile below New Orleans, the natural outlet for the export grain trade of the West and South. Two lines of railroad on a non-caving bank levee over 100 years old. Address M. W. Darton, 3424 Magazine St., Station C. or Capt. Henry Willett, Mechanics' & Dealers' Exchange, New Orleans, La.

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POSITION as traveling solicitor for grain receiving house. J. B. C., care Grain Dealers Journal, Chicago, Ill.

A SECOND HAND scale, cleaner, clipper or other machinery can be obtained at a low price by advertising your want here.

POSITION as manager of grain station in Iowa wanted. Address A. Larson, Box 3, care Grain Dealers Journal, Chicago, Ill.

FOREMAN WANTED for transfer elevator. State experience, wages wanted and give references. L. B. Smith, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED.—I want to rent or buy an elevator at a country station in Illinois. Address Windsor, care Grain Dealers Journal, 10 Pacific Ave., Chicago, Ill.

SITUATION as buyer, superintendent, foreman, bookkeeper, engineer or helper about a grain elevator, can be secured by advertising for same in this department.

HELP! If you want an elevator superintendent, a buyer, a foreman, a bookkeeper, a machine tender or an engineer, make it known to those connected with the trade by advertising your want in this department.

POSITION AS MANAGER.—I want a position as manager of good country station; twenty years' experience; have family; thoroughly familiar with elevator machinery. E. P. Caywood, care Grain Dealers Journal, Chicago, Ill.

POSITION AS SUPERINTENDENT.—I want position as superintendent or foreman of grain elevator, either large or small house. Thoroughly understand handling, grading and mixing of grain. Have had ample experience, and can furnish good references. Address SUPERINTENDENT, Box 4, Care Grain Dealers Journal, Chicago, Ill.

FOR RENT.

TO LET.—Space in this department, to elevator owners who wish to lease an elevator or warehouse.

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to keep informed on what is going on in the grain trade write your name and address on the back of this and mail together with One Dollar to the **Grain Dealers Company**, 10 Pacific Avenue, Chicago, Ill., and you will receive the

GRAIN DEALERS JOURNAL

regularly for one year.

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month at
10 PACIFIC AVE., CHICAGO, ILL.

BY THE

GRAIN DEALERS' COMPANY.

CHARLES S. CLARK, EDITOR.

Price, Five Cents a Copy: One Dollar Per Year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., SEPTEMBER 25, 1898.

Keep your elevator clean.

If you do not want to be blown out of your elevator, keep it clean.

If any of our readers are convinced of the advantages of selling on track, we would be pleased to hear from them.

The annual meeting of the Grain Dealers' National Association will be held at the Chicago Beach Hotel, Chicago, November 2 and 3.

The seed shipper who tags his bags will have occasion to regret it should his shipment get mixed with the inferior seeds of some other shipper. The proper way to mark bags of seed is to use a good stencil.

Shippers regularly engaged in the grain business throughout the West are determined to ship grain only to receivers and track buyers, who refuse to handle the shipments of or send track bids to scoop-shovel men.

Elevator men who are in the market for a gas engine should not overlook the fact that a good engine is always satisfactory. The poor, cheap thing is always an aggravation and an expense, as many have found out to their sorrow.

The elevator which is equipped with a good dust collecting system that is kept in operation is not likely to be blown to smithereens. If the dust collecting apparatus is not kept in operation it cannot be expected to give any protection.

Many of the grain dealers of the West are worrying a great deal about the amount of corn which will be harvested this year. There is little doubt that enough will be produced to go around without calling upon the large stores in the cribs of the West.

In one Iowa town, a local merchant is paying the internal revenue tax on all orders, payable at his store, which the elevator man issues to farmers for grain received. The elevator man has his tax paid and the merchant gets much new

business by reason of the farmers coming to his store for pay for grain.

Elevator men can prevent dust explosions and the killing of operatives by keeping their elevators clean. A good pneumatic dust collecting equipment which carries dust to the furnace under the boilers will pay for itself by a reduction of fuel bills as well as keep the elevator clean.

The compromise of the suits brought by the Grain Shippers' Association of Northwestern Iowa against the railroads will in no way interfere with the petition of the association filed with the Interstate Commerce Commission for a reduction in rates from the association's territory to Chicago.

The Illinois law governing public grain warehouses should be amended so as to permit the placing of dust collecting apparatus in all of them. The present law unnecessarily compels the public elevator men to subject their property and employees to the hazardous danger of dust explosions.

Contract wheat is not coming to the Chicago market in large quantities and some of the shorts who have good memories, are haunted by visions of men standing in line to get \$2 wheat. It was just ten years ago this month that B. Peters Hutchinson ran a little corner of his own and did it very successfully.

Unfortunately some elevator men do not appreciate the explosive character of the vapor arising from gasoline and store it in their elevator with impunity. One of these men went into his elevator after dark recently, lighted a match to find his way and soon found it. In fact, he was thrown out of the house by an explosion of gasoline.

The small stocks of wheat in store throughout the land at the beginning of the present crop year is still being advanced as a strong bull influence. The knowledge regarding the quantity in store is so indefinite that little attention is given to it and another lesson is had on the advantage of keeping grain out of the visible supply. Storing grain at country points will do this.

Country grain shippers, who kick on paying for Chicago inspection when they cannot use it, should bear in mind that inspection at Chicago is compulsory only when grain passes into or out of a public elevator. If their barley or other grain is sent through Chicago to Eastern points or to a private elevator it is not inspected unless so ordered. Of the grain arriving in the city the state's inspectors grade only that put on the inspection tracks or sent to public elevators. When inspection is not wanted the shipper should so notify the carrier and it will not place the grain on the inspection tracks.

The grain receivers are beginning to understand that they cannot afford to do business with scoop-shovel men. In the first place they cannot afford to handle the shipments of such shippers, because the shippers have not any facilities for conducting the business and attend to it in such a bungling manner as to make trouble for themselves as well as those who condescend to handle the business.

Much of the grain wet by firemen in wild attempts to extinguish fires in grain elevators could be dried and put into merchantable condition if the elevator men were willing to spend a little money for a good drier. Many of the driers placed on the market have been failures, but others have done their work well, and would prove a profitable investment for most of the elevator men.

There has been quite a change in the status of the public warehouse question at Chicago recently, and some think that competition will eventually remedy the trouble. So many public elevator men are now buying on a few of the Western lines that the country elevator men are getting very satisfactory prices. The receivers too are making an earnest effort to get their share of the track business and send out many bids daily.

A very sharp Iowa Postmaster has endangered his position in Uncle Sam's service for the sake of satisfying his spite against one of the local grain firms. He stole information from postal card bids and then wired an acceptance, but the receiver was too anxious to avoid doing business with scoop-shovel shippers and declined. It seems very likely that the gentleman will quit the postoffice or the grain business soon.

The London correspondents of the American papers seem to have been out of news recently, for they persist in reporting that the Russian government is about to purchase large quantities of American wheat for distribution among the famine stricken districts where the crops have been a failure. The Russian government did not attempt to do this much for its people even during the great famine of '92, and it not likely to do so this year.

Some country elevator men are escaping part of the tax provided by the revenue law by requiring their banks to figure out the amount due the farmers. The elevator man writes the amount of grain received and the price per bushel on a weigh ticket. If the farmer desires he can take the ticket to the bank and get his money without a revenue stamp being attached. Although the Internal Revenue Collector at Omaha holds that this is illegal it is being done in several

western towns. At the close of each day's business the grain dealer gives the bank a check for the weigh tickets it has bought from the farmers during the day.

The country elevator man who paints his elevator with whitewash must expect to find it necessary to give his house another coating after the first rain. It is so with some cheap paints on the market. They give no protection whatever to the iron siding and tin roofing and are soon washed off, leaving the iron and tin exposed to the elements, so that rust soon eats its way through them and destroys the covering of the elevator. A good paint, like anything else, is always most satisfactory and the cheapest in the long run. The thin dope which by some manufacturers is branded "paint" is found unsuitable for use on an elevator.

Elevator men who use steam power, should not forget the danger of storing slacked coal in their plant. Spontaneous combustion often occurs in bins where this coal is stored, and only recently two elevator fires have been traced directly to this cause. The fires occurred in Iowa, one at Durant and the other at Earling. When once a fire gets in a pile of slacked coal, it is a difficult matter to extinguish it and often the owners leave after having a fight with the fire, thinking that they have it extinguished, but it breaks out again and destroys the elevator. This has occurred in several instances where the owners did not understand the nature of the trouble.

Elevator men, in buying rubber belts, should not overlook the fact that the quality of the rubber belt made to-day is not equal to a similar belt made 10 or 12 years ago. It is true that the cost of the rubber and the expense of manufacturing rubber belts have greatly declined, but not in proportion to the reduction which has been made in the price of rubber belts during that period. In fact, many of the belt makers are making 5-ply belts that are not equal to the 3-ply of 10 years ago. The old 3-ply belts, many of which are still used, seem to have been made for long and continuous service. According to the story of some country elevator men, who have put in 3-ply belts of late years, they seem now to be made only for the purpose of selling, not to elevate grain.

There seems to be some dissatisfaction among a few country elevator men with the present system of selling grain on track. They maintain, and rightly, that it opens the way for shipments by irregular dealers and farmers. The selling of grain on the track at initial point of shipment no doubt was due first to the country shipper's lack of

confidence in the city receiver. By selling his grain before it left the station, he seemed to feel that he was sure of being paid for it. Time has developed the fact, however, that the track buyer has as many opportunities to gouge the country shipper as the receiver, and if he is so disposed, he will not hesitate to take advantage of them. If the shippers are opposed to selling on track they have the remedy in their own hands. They can decline to sell and surely they will not lose anything by consigning.

The owner of stored grain buys fire insurance for the indemnity it is supposed to furnish against possible loss by fire, not for the trouble frequently experienced in collecting insurance from the stock companies. If the stock companies want the privilege of replacing burned grain they should extend the privilege of demanding its replacement to the insured, then when the market advanced after a fire, the insured could demand the replacement of the grain and make a good profit by the fair provision of his policy. As a party to a contract the stock companies should not demand anything they are unwilling to grant to the other party to the contract. If they will insist upon issuing policies which will permit them to replace burned grain, they should do so at a much lower rate than for the policy which forbids such replacement. The latter policy is the only one the elevator man wants; it is what he pays for now and should insist upon having. If he wants grain he can go into the market and buy it as easily and cheaply as the insurance company.

The explosion of dust in a Toledo elevator with frightful destruction of life and property will serve to emphasize the necessity of keeping grain elevators clean of dust and never to permit an open flame to be exposed to dust in an elevator. Most of the large elevators erected during recent years have been equipped with incandescent electric lights to reduce the fire hazard, and by the same innovation the danger of dust explosions has been minimized. However, the number of electric lamps installed is seldom sufficient to light all the corners and dark places requiring attention, so every plant has a number of lanterns, of no particular pattern, which the employes use to light them about the dark, dusty places not already lighted by electricity. They not only place their own lives in jeopardy, but also the lives of their fellow workmen and the safety of the property every time they use a lantern in such a place. A special lantern has been designed so that it can be used in dusty places without causing dust explosions, it being so arranged as to prevent the dust coming in contact with the flame. Many of these

lanterns have been used by flour millers for some time and no explosions have as yet been credited to them. However, the use of special lanterns only serves to reduce the danger of dust explosions, and if lanterns must be used, this kind should be used, whether dust collecting apparatus is put in or not. Dust of vegetable matter is very inflammable and when mixed with air in certain proportions, in any enclosure, and exposed to an open flame is sure to result in an explosion. If the results of many experiments made to test its combustibility, all of which agreed, were to go for naught, elevator men could not afford to ignore the proofs of its explosive force found in the explosion during the burning of the Northwestern elevator in Chicago, last year, the destruction of the Davenport, Ia., elevator which occurred soon after, and the terrible disaster which has just occurred in Toledo. Many other explosions have occurred, but the resulting loss of life and property are not to be compared to the three named.

The editor of the Toledo Market Report is against low prices and cannot be blamed for his stand. In the Report some time ago he wrote: At the great seat of wheat trading, where there is no wheat of any consequence and no receipts of consequence, and where receipts are not necessary because the men in the wheat pit are selling it without—in that great mart for selling phantom wheat the price has been jumped on and is lower. Messages come thick and fast advising other markets, where actual business is progressing, also to squat. We do not believe in it. In all directions the sales in the interior have suddenly dried up. Toledo is receiving wheat previously purchased. Last night 2,500 bids went from here to the interior at market price for cash wheat and less than 20 cars were accepted. Is it not possible for a few hundred of the Chicago scalpers to get a living in some other way than by selling down the grain markets?

A CASE OF CORN SHOCK.



"Hellow there! What's the matter with you?"

"Oh, I'm shocked!"—Truth.

THE THORPE ELEVATOR COMPANY'S PLANT AT ADA, MINN.

Minnesota probably has more well-equipped large elevators than any other of the wheat growing states, and most of the small country towns have from one to ten elevators, equipped with modern machinery. The spring wheat country is the home of the line house companies. It is there we find all the way from 10 to 100 country elevators operated by line companies.

There are a number of these large companies which operate lines of country elevators, and among the number is the Thorpe Elevator Co. of Minneapolis, Minn. This company operates 25 country elevators having an aggregate capacity of 600,000 bushels. Most of its houses are located in the famous Red River Valley, the home of No. 1 hard spring wheat. The Thorpe Co. is one of the four line companies operating elevators along the line of the Northern Pacific in Minnesota and North Dakota. The company is also a buyer of milling wheat in the spring wheat district farther south, it having a contract to

years of '96, '97 and '98 the average crop was about 300,000 bushels. The prospects are that the receipts at that station will amount to one-half million bushels during the present crop year. There are five elevators at this station, with an aggregate capacity of over 250,000 bushels.

The Thorpe Company has during the last three years handled 25 per cent. of the grain received at that station, although its elevator has but 40,000 bushels capacity. The elevator of which we give a very good illustration herewith is of cribbed construction, power being supplied by a 4 h. p. gasoline engine in the brick engine house at the right. The engine house is 20 feet from the elevator, so conforms to the requirements of the insurance companies. The driveway to the covered dumps is of easy incline so the farmers experience no difficulty in getting their grain to the dumps. The office is beside the driveway. In addition to the wagon scales, the elevator contains a hopper scale. It has 21 bins varying in size from 5x7 feet by 8 feet deep to 10x106 feet by 31 feet deep, and the warehouse adjoining



The Thorpe Elevator Co.'s Plant at Ada, Minn.

supply superior milling wheat to one of the large Minneapolis milling companies. It also handles ground corn and oats in car load lots, much of which is shipped from northwest Iowa.

The Thorpe Elevator Co. was organized and incorporated in 1892. It started with a small number of country elevators, but has since acquired a number of others by purchase and has built some. The active management of the company's affairs is in the hands of Secretary and Treasurer E. L. Matthews, whose office is in the Corn Exchange at Minneapolis. The other directors of the company are W. H. Matthews and G. L. Thorpe of Ada, Minn. W. H. Matthews and E. L. Matthews have been engaged in the banking business for nearly twenty years, and operate banks in several towns where the company's elevators are located.

One of the best stations at which the company operates an elevator is Ada, Norman County, Minn. During the year of 1895 over 600,000 bushels of grain was handled by the different elevator companies at Ada. For the crop

is divided into three compartments 10x30x9, 10x30x9 and 10x28x9 feet, so that a storage business can be conducted for the accommodation of the farmers as well if it is so desired.

The freight rates on wheat agreed upon between the Chambers of Commerce of Minneapolis and Milwaukee and the C., M. & St. P. R. R. will go into effect Oct. 1. It is said that other roads will follow.

The Huntley Manufacturing Company, of Silver Creek, N. Y., will soon place a new gravity separator on the market. Machines working on this principle seem to be meeting with favor. King & Ladue, of Rochester, Minn., who attempted to introduce a machine of this character some twenty years ago, met with quite a different reception. Mr. B. F. Ryer, secretary of the Huntley company, when in Chicago recently informed us that its new gravity separator was being tested in practical operation and would be placed on sale soon.

TRANSPORTATION

The Canadian Pacific Railway has accepted the decision of the Interstate Commerce Commission, which denied to it any lower rates than charged by American lines.

The Soo Canal between Lake Superior and Lake Huron up to Sept. 1, has handled 25,500,000 bushels of grain and 3,500,000 barrels of flour. This is more than any entire year up to 1894.

P. D. Armour, J. J. Hill, Marshall Field and others are credited with having purchased a controlling interest in the Baltimore & Ohio railroad and will remove the general offices to Chicago.

Judging from the number of vessels chartered there must be an active demand for grain from abroad. The total exports from Jan. 1 to Sept. 15 are much in excess of those in the corresponding period of last year.

Eastern roads have made a big cut in freight rates from Kansas City to the Atlantic seaboard, to compete with the very low rates from Kansas City to the gulf, and as a natural result a great deal of Nebraska grain is moving eastward.

The Burlington & Missouri River road recently gave notice of a reduction in grain rates to Kansas City from twenty different points in Colorado and Nebraska. The reductions range from 1 to 5 cents per hundred pounds on rates, which have heretofore ranged from 12 to 26 cents.

Since September 1 there has been a gradual increase in the demand for grain accommodations at the seaboard ports, and for that reason it is thought that large grain shipments to England and continental ports are likely during the fall and winter months. As a result, the steamship agents have advanced their rates.

A large amount of grain for export is being shipped to Montreal by what is known as the Parry Sound Route, which has a line of steamers conveying cargoes from Chicago and Duluth to Parry Sound, whence they are taken by rail to Montreal. Shipments from Duluth to Montreal via this route are made in three days' less time than by the old route.

There has been a complete reorganization of the Chicago Car Service Association and the general managers of the various roads have adopted the new agreement, with the exception of the Chicago Great Western. The officers of this association will be composed of an executive committee of seven who will meet quarterly. A general manager who is elected annually will be required to furnish a large bond. The General Superintendents' Association will have charge over all. This association has been of great benefit to the roads in exacting demurrage charges and getting remuneration for the use of the tracks.

A representative of this journal recently visited Leigh, Neb., and there found Jos. Conner, the veteran grain dealer of Omaha, building an elevator; the town already had three elevators. The place is also the home of Dr. McKinley and Dr. Alger; however, their offices are on opposite sides of the street and some distance from the elevators.

CONTRACTING FOR THE FARMERS GRAIN.

A contract is a contract in the eyes of the law whether it be verbal or written, but the difficulty of proving the details of a verbal contract is such as to make it very undesirable. Even in written contracts the opportunities for misunderstandings are such that the use of indefinite and ambiguous statements often results in law suits. How much more liable then is a misunderstanding to arise when the contract is only verbal. A written contract of sale is just as fair for the farmer as for the grain dealer, who buys his grain. It is a protection to both seller and buyer, and the one who hesitates in the least to place his contract in writing, immediately throws a cloak of suspicion about his own acts; the other party to the contract will be justified in doubting his sincerity and honesty of purpose.

McCray & Morrison.

.....INDIANA.....189....
For the purpose of obtaining the money for which I have executed my note, which note is of even date herewith, for the sum of.....dollars, payable to **McCray & Morrison**,after date, with interest at the rate of eight per cent. per annum from date. I furthermore state that I am the owner of.....acres of corn and.....acres of oats now growing on the following lands, to-wit:.....
.....County.....which crop of corn and oats I hereby sell and convey to **McCray & Morrison**, the same to be delivered in good merchantable order and condition in their warehouse in.....Ind., on or before the.....day of.....189.... and for which they agree to pay the highest market price at the time of settlement; the proceeds of such sale to be applied to the payment of said note, the payment of which this sale is made to secure.

Many grain buyers insist upon having written contracts when they agree to buy a farmer's grain, and never feel that they are demanding a concession or taking an advantage when they fill out the form for the farmer's signature. Written contracts have assisted many to a clear understanding of their own agreements, and prevented disputes. No grain buyer can afford to ignore their advantage if he desires to avoid misunderstandings, business frictions and ruptures. The only safe way to buy a farmer's grain for future delivery is to have a written contract recording the terms of the sale, the amount and quality of the grain. If this is not done trouble will arise in many cases.

The contract of sale form used by McCray & Morrison, of Kentland, Ind., is attached to a promissory note payable at Kentland, in which the drawer promises to pay principal, interest, and attorney's fees, without any relief whatever from valuation or appraisal laws, and the drawers and endorsers severally waive presentment for payment, protest, notice of protest and non-payment of the note. On the back of the contract used by McCray & Morrison is blank form for an acknowledgment before a notary public that the instrument is executed as a free act and deed.

The Hills Mercantile and Elevator Co., of Hills, Minn., also has sent us a copy of the contract form it uses in buying grain from the farmers for future delivery. The form is printed in duplicate on the same sheet of paper; one being marked "original," the other "duplicate." It is a straight contract for the future delivery of grain and is signed by both parties to the contract, an essential feature which is lacking in some contracts. Two copies are made of the contract; one for each party to it. The form is very simple and to the point, as will be seen by studying it.

THE SUPPLY TRADE

The Pacific coast trade of the Prinz & Rau Mfg. Co. will hereafter be looked after by Phil. B. Syders, who has been appointed general western agent.

The many friends of the A. P. Dickey Mfg. Co., of Racine, Wis., will regret to learn that it made a voluntary assignment Sept. 16 for the benefit of its creditors to David G. Jones of that city.

Root & Smith write that the sales of the McLeod Automatic Weigher are increasing rapidly, and that they are selling more of them than the factory is able to turn out with its present facilities.

The Dewey Seed Cleaner Manufacturing Co. has been organized at Naperville, Ill., for the purpose of manufacturing grain cleaners. The capital stock

posed to make this collection the most complete record of American productions in existence. It is under the management of the National Association of Manufacturers, but non-members can have catalogues indexed and filed for the small sum of \$5.00 per annum.

J. Silas Leas, of the Barnard & Leas Mfg. Co., was in Chicago recently exhibiting samples of Texas oats before and after clipping, which gave proof of some remarkable work by the Cornwall New Method Oat Clipper. The samples had just been received from J. T. Stark, of Plano, Tex., who wrote that the oats were so damp that it was impossible to run more than 300 bushels an hour through the machine. The sample he sent which had not been through the clipper was badly sprouted, very dirty and musty, while the sample of the clipped oats was free from sprouts, clean, bright and not so musty as before.

W. A. Jones Foundry and Machine Co., of Chicago, Ill., has issued a very complete catalogue describing its machinery for transmitting power and handling all classes of material. It also has a complete line of all kinds of elevator and mill supplies. It carries a full line of finished iron and wood split pulleys, which it can furnish in any diameter and face; the iron pulleys are made for either single or double belt. The catalogue is well printed, profusely illustrated, and well arranged, so that the user has no trouble in finding the desired article. A copy can be obtained by addressing the firm at 57 So. Jefferson St.

The Paine-Ellis Grain Drier Co., of Milwaukee, are now engaged in perfecting a new drier which will be placed on the market in a short time. The advantages of a good grain drier can be better appreciated after an elevator man has had a lot of damp and musty grain on his hands which had he been prepared to dry, could be disposed of at a large

MEMORANDUM OF SALE.

Contract No..... HILLS, MINN.....189....

I have this day sold to The Hills Mercantile and Elevator Company.....bushels of good, sound, dry.....all to be of (.....) grade or like sample at \$..... per bushel, dockage.....pounds to be delivered at the elevator at Hills station, Minnesota, within.....days.

If I do not deliver all of this grain within the stated time, I hereby agree to pay all damages resulting to the purchaser from nondelivery of said grain.

Signed.....

We agree to receive and pay for the grain on the above terms.

THE HILLS MERCANTILE AND ELEVATOR CO.

Per.....Mgr.

The Standard Scale & Fixture Co., of St. Louis, do an exclusive mail order business, having no traveling salesmen on the road, and for this reason are able to make very close prices on their goods. They issue a very complete catalogue which can be had upon application.

H. Channon Company reports the sales of its Ajax Transmission Rope to be increasing rapidly. This rope is now running in England, Africa, Mexico, Quebec, and Ontario, besides in almost every state in the Union. The largest rope drive in the United States, and possibly in the world, is running at Pensacola, Florida; Ajax Transmission Rope is used in the drive.

The Library of the American Sample Warehouse at Caracas, Venezuela, contains a file of all the catalogues of many American manufacturers. It is pro-

fit. This year a great deal of wheat has been wet in the shock, and country elevator men have not been in position to take care of it, hence it has been sold for chicken feed prices. Elevator fires generally result in much grain being damaged by water, which if taken out and run through a good drier, could be disposed of advantageously.

As a novelty the Scattergood Mucilage Pot, made by the Scattergood Co., Philadelphia, is a decided success. It consists of a bottom receptacle which holds the mucilage, an inner well which is placed in the receptacle and holds the brush and just enough mucilage for ready use, and a cone shaped cover. A good brush goes with it; there is nothing that gives as good satisfaction or is as convenient as a simple brush for spreading mucilage.

GRADING WHEAT BY MICHIGAN MILLERS.

We are indebted to J. J. Hanshew, secretary of the Michigan State Millers' Association, for a copy of the rules established by that organization for the guidance of its members in buying wheat. It is neatly printed on cotton so the miller can post it at the door or in a conspicuous place for the information of those bringing wheat to mill to sell. As is shown by the rules the millers are determined to discriminate sharply against dirt, foreign matter and inferior grain. They propose to discourage slipshod farming and place a premium on careful grain growing.

PATENTS GRANTED

Lemuel R. White, Hebron, Ia., has been granted letters patent on a horse power.

Thomas S. Miller, of South Orange, N. J., has been granted letters patent on rope driving machinery.

Washington H. Young, of Indianapolis, Ind., has been granted letters patent on a baling press.

Leopoldo V. Pratis & Pietro Marengo, of Turin, Italy, have been granted letters patent on a gas motor.

James W. Henry and Alexander Gunn, of Wallace, Idaho, have been granted

er size extending axially from the near end of the larger drum over the end of a cylindrical column or pipe rising vertically from the base on which the supports of the perforated drum rest. This trade mark has been in use since July, 1895.

George W. Richardson, of Sparta, Wis., has been granted letters patent on a Grain Separator, which consists of an inclined grain-carrier, a hopper arranged at one end and side, and adapted to discharge the grain out the carrier, a delivery spout and a diagonally-arranged brush adapted to allow the grain occupying the pits or pockets to pass to delivery spout and to sweep grain not occupying pits or pockets across the carrier into a toiling spout.

John F. Dornfeld, of Chicago, Ill., has been granted letters patent on a malt kiln. This kiln is provided with dumping, drying floors, malt receiving hopper bins below the drying floor, an inclined hopper like open slotted ventilating wall beneath the drying floor and leading downwardly to the hopper bins. In the lower portion is a furnace to furnish the heat, which is allowed to pass to the room above through perforations and louvers in the drying floor.

WE GRADE WHEAT

AS FOLLOWS:

Full Price Red Wheat must weigh 59 lbs.) BY THE TESTER,
Full Price White Wheat must weigh 58 ") After Being Cleaned

If Wheat tests 1 lb. light we deduct 1c. in price, or 1 lb. Flour in Exchange.

If Wheat tests 2 lbs. " " " 3c. " " 2 lbs. " " "

If Wheat tests 3 lbs. " " " 5c. " " 3 lbs. " " "

If Wheat tests 4 lbs. " " " 7c. " " 4 lbs. " " "

All wheat testing lower than this is worth about the price of Corn for Feeding Purposes.

If Wheat is mixed with Rye to the extent of 1 per cent. to 3 per cent. we deduct 5c. per bushel in addition to all other deductions. Wheat mixed with more than 3 per cent. of Rye will be bought only on Special Price.

Heretofore the wheat buyers of Michigan have given too little attention to the quality of the wheat brought to market. All wheat looked alike to them and they paid the same price for good No. 2 as for No. 3 and No. 4. The trouble has been, that competition among buyers has robbed them of the courage necessary to tell the seller that his wheat is not worth the price of No. 2. Now that the millers of Michigan have taken a decided stand against accepting anything brought to mill, the elevator men should take advantage of the opportunity to help place a discount on shiftless farming and join with the millers. Such a move will be to their advantage as well as to the profit of the farmer.

Jno. W. Brookwalter, of Springfield, O., wrote fully 40 days ago from Moscow, Russia, some very extravagant statements regarding the drouth stricken districts of Russia and its needs, but as yet the needs of Russia have not produced any noticeable effect upon the American wheat market.

Samples of wheat or other grain in its natural condition are available at the third-class rate of postage, which is one cent for each two ounces or fractional part thereof sent to a single address. This does not include samples of flour, rolled oats, pearled barley or other cereals which can be used as articles of food.

letters patent on a grain bagging machine.

Joseph N. Kelley & Wallace M. Kelch, of Dayton, Ohio, have been granted letters patent on a gas engine.

Herbert A. Humphrey, of Norwich, England, has been granted letters patent on a gas or oil motor engine.

John W. Stork and George N. Doyle, of West Nicholson, Pa., have been granted letters patent on a grain elevator.

Malcom Ryder, of New York, N. Y., has been granted letters patent on a dumping spout and assigned one half to Charles S. Ryder, of the same place.

James F. Winchell, of Springfield, Ohio, has been granted letters patent on a grinding mill, and assigned it to the Foss Manufacturing Company, of the same place.

Saginaw Milling Co., of Saginaw, Mich., have registered a trade mark under number 31,994, the essential features of which are the words "Green Leaf," which has been used on baled hay since July 30, 1898.

Albert Schwill & Co., of Cincinnati, Ohio, have registered a trade mark, number 31,968, under Malt for Brewers' Use. The essential feature of which is a pictorial symbol representing a malt-ing drum, the characteristic features of which are a perforated cylinder mounted on rollers journaled in supports arranged underneath the drum at each end, and an imperforate drum of small-

ANNUAL MEETING OF THE NATIONAL ASSOCIATION.

The annual meeting of the Grain Dealers' National Association will be held at the Chicago Beach Hotel, 51st St., and Lakeshore, Chicago, November 2 and 3.

The directors and officers will meet at the hotel November 1st for consideration of any suggestions or complaints which members may have to make. The same can be presented in person, or in writing to the secretary. The first day's meeting will be called to order at one o'clock sharp.

WEDNESDAY, P. M., 1 O'CLOCK.

Annual address by President Warren T. McCray, Kentland, Ind.

Report of Treasurer.

Report of Secretary.

Appointment of Committee on Members.

Appointment of Committee on Nominations.

The Violations and Abuses of the Interstate Commerce Laws.—E. L. Rogers, Philadelphia, Pa.

The Success of Association Work in Kansas.—E. J. Smiley, Concordia, Kan.

Reducing Barley Grading to a Practical Basis.—Julian Kune, Chicago.

Forged Bills of Lading; Protection Needed.—W. H. Bergin, Toledo, O.

THURSDAY, A. M., 10 O'CLOCK.

Work of the Chicago Inspection Department.—Edwin J. Noble, Chief Grain Inspector, Chicago.

THURSDAY, P. M., 1 O'CLOCK.

What the Grain Dealers Union Has Done For Regular Dealers.—G. A. Stibbens, Coburg, Iowa.

Report of Committee on Nominations.

Election of Officers.

Additions are being made to the program daily and these will be published from time to time. Suggestions for the program should be sent to Secretary Charles S. Clark, Room 94, Traders' Building, Chicago, Ill.

Very encouraging reports have been received from Australia regarding the wheat crops of the different provinces of that country, and its exports may be expected to exceed those of late years.

LETTERS FROM THE TRADE

TRACK BIDS.

Grain Dealers Journal.—In my opinion, track bids by commission houses and receivers is and has been a detriment to the trade in general, to the commission man, and to the country dealer. It causes him to make track bids on an $\frac{1}{8}$ to a $\frac{1}{4}$ c margin, where his regular commission is $\frac{1}{2}$ c. It is a detriment to the country dealers, as most of them sell on track bids made for ten or fifteen days' shipment. If the market declines and shipments are not made right on time the sale is cancelled and the dealer is left with the grain on hand. He has a loss in it, even if the farmer, who sells the grain, delivers it on time. The dealer may be, and in many cases is, unable to get cars to ship on time, consequently he has a loss. If he has sold a future as a hedge against it, he could have let the future run until he had placed his cash stuff and then bought it in. In this case the longer the farmer held the grain back and the longer the dealer held it in his house the better, as the dealer would be getting the benefit of carrying charges all the time, even while the grain was in the cars. Of course a man might hedge the same against grain and sell track, but so many unexpected things happen in the business, that sales are frequently cancelled anyhow.

The practice of card bidding has become so general that cards are strewn all over the country and hundreds of people get them who are not in business at all, which is the worst feature of it.

Yours truly, THOS. COSTELLO.
Maroa, Ill.

DUST EXPLOSIONS IN ELEVATORS.

Grain Dealers Journal.—The frequency of explosions lately in elevators, occasioned by the accumulated dust, has been predicted by us for years, but our statements have always been taken by elevator people as coming from interested parties with "a fan to sell." It has proved hard work to convince them of the danger, but the recent disasters have taught them a lesson, and now they are waking up to the fact that the elevator must be kept clean. It can easily be done by a fan and exhaust system of piping, the fan drawing the dust by suction from all the elevators and conveyors, which are the sole distributing agents of this dust, and then depositing it under the boilers to burn as fuel.

A good exhaust fan, properly connected to the elevators and conveyors will leave the rooms as clean and free from dust as an office building. It is no new scheme or idea, as we have used it in planing mills for the past fifteen or twenty years, and to-day you cannot find a planing mill, of any size, without its fan and system of piping for removing the dust. The planing mill is dustier than an elevator. It is next to impossible to work in the premises, as it probably contains twenty times more dust than in an elevator, and if allowed to accumulate, planing mill fires and explosions would be an every day occurrence.

Any elevator can be equipped with a fan and system of collecting pipes, so as to keep the place as clean and free from dust as a dry goods store. The trouble has been—the cost—and the cost is not

great, but the elevator men consider it a luxury instead of the necessity, recent developments have proved it to be. Dust collecting outfits have recently been placed in several elevators in this city, and also in other cities. A trip to an elevator thus equipped is an argument that cannot be overcome by any fear of a failure to accomplish the result, it speaks for itself.

Yours very truly,
GARDEN CITY FAN CO.
Chicago, Ill.

WRITTEN CONTRACTS PREVENT MISUNDERSTANDINGS.

Grain Dealers Journal.—Regarding the taking of written contracts for all purchases of grain from farmers will say this has been our rule for a number of years, and we very seldom find a farmer who objects.

We explain to them that in order to avoid misunderstanding as to all the details of the trade, time of delivery, kind and quality of grain, etc., it is best for the farmer to have a memorandum and best for ourselves to have a copy of same as well as our agent where the grain is to be delivered. It is impossible to keep all the different transactions in our minds without some danger of mistakes. Any farmer of ordinary horse sense readily sees the advantage to both parties concerned and signs the contract in triplicate form without demurring. Our outstanding contracts year in and year out run generally into

THIS IS TO CERTIFY, That.....have this day sold unto **E. R. ULRICH & SONS**, of Springfield, Ill.....Bushels of.....to be dry sound sweet merchantable grain now in my possession on.....in the County of.....State of.....for the sum of.....per bushel, paid as follows, to-wit:.....Dollars paid, the receipt of which is hereby acknowledged, and the balance to be paid when the said grain is delivered at.....which shall be on or before the.....day of.....189.....

ORIGINAL

Any of said grain that shall fail to be as stated above shall be applied on this contract, but the price for same shall be the above mentioned contract price less the discount or difference in the market price in the market where shipped, at which such inferior grade is selling as compared with the above stipulated grade at the time of the delivery of this grain. I hereby covenant that said grain is now owned by me, is in my possession and is free and clear of all liens and incumbrances whatsoever.

Approved this same date by.....Signed this.....day of.....189.....
BUYER.....SELLER.....

the hundreds of thousands of bushels and do not average 1 per cent short annually.

The use of contracts is very much like the use of sacks—the farmers can soon be educated in the matter. We keep no empty sacks for the farmers and have not for a number of years. The farmers now prefer dumping wheat and oats to using sacks. We enclose herewith a copy of the contract form which we use in buying grain from farmers for future delivery. We stamp across the face of it in red the following: "If the grain is grown on rented ground, a release from the landlord must be furnished before ANY payment can be made."

Yours very truly,
E. R. ULRICH & SONS.
Springfield, Ill.

AN ARGUMENT FOR THE "SCHOOPERS."

Grain Dealers Journal.—The firms Regularly Engaged in the Grain Business at this Place If they are Honest and Honorable Men Will not to Crush

Out Small Grain Dealers Because they are not able to Own an Elevator the Schoop Shovel Dealers is the Salvation of the farmers the Man that Schoops his Corn has Just as good a right to Buy as the man that Owns an Elevator and as a Rule they Handle their grain Cheaper than the Man that Owns an Elevator and Pays Better prices. One of Our Regular Dealers that is down on Schoopers Started as a Schooper Just a few years ago Simply because he got one of his neighbors to Ship his Crop of Oats and he found Out how the Elevator Man Was Beating him But he has grown Mighty and is a Regular Dealer So Styled now and is one of your grand Combination doing the very thing Which Caused him to Start in the Grain Business as a Schooper Just a few years ago But I Suppose he has forgotten. I Would Just like to tell you what I think of Men that form Combinations We have them all Over the Country and in Most all Kinds of Business and they all tend to Crush Out the Small dealer and beat the Public in Selling too high and Buying too Low and the Farmer Especially Suffers the Losses; you Say in your Letter Which I take the Liberty to answer that Schoop Shovel Loaders are Numerous this Season I Presume that is Because Elevator Men have Combined and are Not Paying Enough for grain that is What Makes men go into the Schooping Business if the Regular dealers Would not go into these accursed Combinations and Pay a fair Price all

the time there Would Be Fewer Men in the Schoop Shovel Business Men have to do it to Protect themselves

I am Respectfully a Farmer and there is plenty more Just Like Me and We are all down on Combinations Our Names Can Be found all around Waynesville Wm. S. Illinois.

NEW CORN; SCOOP SHOVEL MEN.

Grain Dealers Journal.—I find some inquiry being made in reference to corn for October shipment. I think it would be advisable for dealers to discourage early deliveries all they can. They should try not to buy until about November 1 at the earliest. As low as corn is I do not believe much money can be made selling it ahead. I think the risk is too great for the small profit to be gained. More than that dealers will be doing their farmer friends a kindness by refusing their corn. The time they take in hauling should be spent in the field gathering and housing. The early receipts usually break the market. If

the farmers once get the corn in cribs, it will come out gradually and can be handled to better advantage.

Dealers who are troubled with scoop shovel men should give the names of all such to their correspondents. Many commission houses and brokers are bidding these persons, believing them to be operating elevators. I have unintentionally bid them, myself, and have been notified by the regular dealers. In a few instances, the language used by the elevator man, showed that he was in earnest. If all dealers will make an effort in this direction, it will not take long to convince the scoop shovel man, that if he wants to ship grain, he had better get a house. I do not say that this class of trade are dishonest; many of them no doubt are honorable, but they will never make much money operating as they do. It will be doing many of them a kindness, if they can be prevented shipping a pound of grain, until they are fixed to do business on business principles. It is not only the duty of the dealers, where these people operate, to notify their correspondents, but the dealers of surrounding towns are more or less affected; they should put their shoulders to the wheel, and help get rid of this illegitimate competition. Dealers having trouble of this kind should go to their neighbors, lay their case before them, and they will find them glad to do what they can to help, or what is better still to join the Grain Dealers' National Association.

Greenville, O. E. A. GRUBBS.

THE GRAIN DEALERS' UNION WILL MEET.

The Grain Dealers' Union of Southwest Iowa and Northwestern Missouri will meet at Council Bluffs, Iowa, Wednesday, Sept. 28. The program, so far as prepared, is as follows:

Address—D. Hunter, Hamburg.

Paper—Benefits of organization, W. C. Bayles, Mt. Pleasant.

Paper—How Commission Houses wrong local dealers, G. A. Stibbens, Coburg.

Address—Receiving Consignments from Irregular Dealers and Farmers, E. F. Catlin, St. Louis.

A general discussion, of Consignments of Grain by Farmers, Irregular and Irresponsible Dealers will follow.

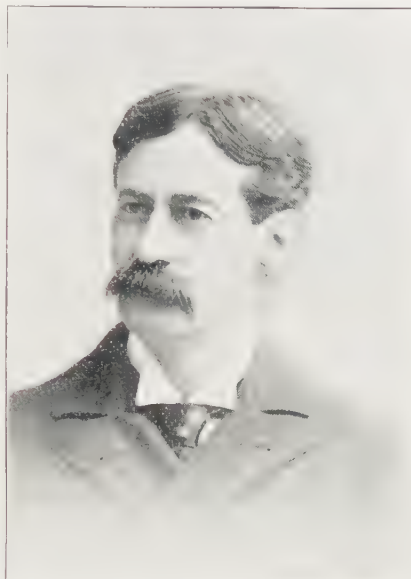
Coburg, Iowa. G. A. Stibbens, Secy.

Our subscribers will miss much of value to them, if they fail to peruse carefully the advertising pages. Bargains are often offered and machines advertised which our readers wish and long for, and they do not know where to go for, because they neglect to take advantage of the information furnished them by the advertising pages of the Grain Dealers Journal.

The insurance companies have been investigating the amounts of their losses by fires in terminal grain elevators during recent years and have found the figures somewhat alarming. It is somewhat curious that so many of the old terminal elevators should burn after a long period, during which no fires were reported. The elevator men very shrewdly threaten to build steel storage tanks when the stock companies talk of advancing rates.

R. M. ADAMS OF ST. LOUIS, MO.

The impression that St. Louis is not holding her own in the grain trade is not supported by statistics. It may be that St. Louis is not securing the lion's share of the grain grown in the Southwest, still its receipts of all kinds of grain during the two last years will average very well with the receipts of preceding years. The receipts for the calendar year of 1897 included 12,057,737 bus. of wheat; 31,077,440 bus. of corn; 12,147,225 bus. of oats; 712,425 bus. of rye, and 1,605,811 bus. of barley. The shipments for the same calendar year were as follows: 7,460,084 bus. of wheat; 25,817,631 bus. of corn; 5,360,630 bus. of oats; 939,491 bus. of rye, and 125,121 bus. of barley. The receipts and shipments for the year exceeded the aggregate receipts and shipments for any year since 1893.



R. M. Adams, St. Louis, Mo.

The city has a number of private elevators as well as a dozen large public elevators having an aggregate capacity of about 12,000,000 bus. bulk grain. Among the merchants who have assisted in maintaining the position of St. Louis as a grain market is R. M. Adams, whose portrait is given herewith. He has been connected with the grain business for the last 33 years, having started as an office man with McCormick & Adams, an old firm which was established in Chicago in 1857.

Mr. Adams went to St. Louis with R. L. McCormick of Chicago about 1870, and with him built the Advance elevator, which has a capacity of 600,000 bus. They also leased the Venice elevator of like capacity. Some years later Mr. Adams withdrew from the firm and engaged in the grain business under the firm name of Adams & Sherry. For some time he has been doing business as a grain broker, representing a number of prominent export firms, but giving most of his time to the interest of Parr & Johnston of Baltimore, Md., and I. M. Parr & Son, Ltd., of Philadelphia. Mr. Adams has a wide acquaintance and enjoys the respect and confidence of a large circle of friends.

The farmers will build a 100,000-bushel elevator at Mosca, Colo.

SUITS AND DECISIONS

The internal revenue department at Chicago have given out that under the ruling from Washington all sales of live stock on the market will have to carry a 1c stamp for every \$100 or fraction thereof.

The Supreme Court of Appeals of West Virginia in the case of Berry v. West Virginia & P. R. Co., holds, that a railroad company is still under liability for a reasonable time as a common carrier while the goods are in the warehouse, but after such a time it is only under liability as a warehouseman.

R. T. Caldwell has brought suit against J. K. Davidson & Co., of Parsons, Kansas, for \$4,055. While working at the elevator of Davidson & Co. some time ago Caldwell, it is claimed, received injuries from which he is still suffering and for which he has brought suit to recover damages. The elevator was attached to secure service on the company, but the attachment did not interfere with the running of the elevator, as the company gave a bond for its appearance and the attachment was released.

The test case brought by Cardin & Bibb against the O. R. & N. Co. compelling it to carry grain to Tacoma, Wash., from points on its line for a maximum rate of \$4.25 per ton is at an end, as the plaintiffs have filed a motion to dismiss it. The case was brought under the provisions of the law to compel the O. R. & N. to carry grain from points in the state on their line where there was no competing line, at reasonable rates, and to give Tacoma and Seattle an equal chance with Portland in those countries, so far as freight rates were concerned.

George Davis and Elizabeth Davis, his wife, of Chicago, have brought suit against James A. Kirk and others to recover \$20,000 each. It is alleged that in 1895 the defendants illegally sued out writs of attachment against the plaintiffs, who were then members of the firm of Davis & Co., grain shippers. The writ was eventually quashed by the superior court of Cook county. The plaintiffs aver that the defendants had no legal claim against them, but despite, it is said they garnished over \$3,000 which the plaintiffs had on deposit.

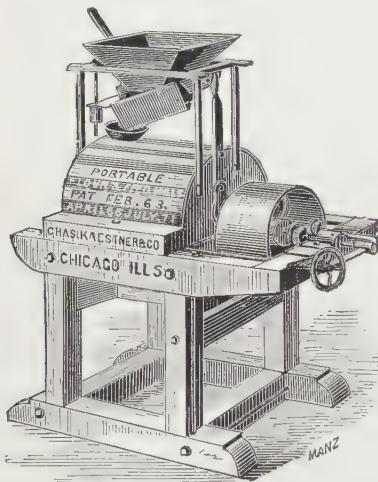
There is a case reported at Kansas City where a miller bought a large amount of wheat for 10 days' shipment. He bought the wheat at exactly 11 o'clock in the morning as per telegram which shows the time of day. On the tenth day after the purchase he called the seller of the wheat by 'phone at 11 o'clock and asked if the wheat was loaded, the seller replied that part of it was shipped and part being loaded. The miller refused to accept the wheat not loaded, because it was not loaded and shipped before 11 o'clock in the morning of the tenth day after purchase. The matter has not been settled, and will probably be taken into court.

Information from Japan is to the effect that the Japanese supply of rice is short and that the country must soon import from Burmah. The Japanese are rapidly taking on the ways of Americans, whom they admire most enthusiastically and they may be expected to become large consumers of American breadstuffs in the near future.

THE KAESTNER PORTABLE MILL.

The feed-grinding season is near at hand and many country elevator men are preparing to serve their patrons better than ever before. Many of them are putting in complete feed-grinding outfits and others are equipping their elevators for this work for the first time. Feed grinding has been a source of profit to many elevator men of the West. Some of them have utilized power, space and time of employes which had been going to waste before they put in feed-grinding plants. They now have a very good trade in this line and have through their feed-grinding business increased their farmer patronage. It has helped them to make friends among farmers and has brought some farmers to their elevators who prior to their putting in feed-grinding plants went to other markets to obtain this service.

Some of the country elevator men have found a good feed-grinding plant a special advantage, as it has assisted them to dispose of screenings, low-grade grain, and cobs. Some have found a cob-crushing plant met a demand which they never before supposed had existed. The mixing of screenings, low-grade grain and other grains of inferior quality has enabled many to get more



The Kaestner Portable Mill.

money out of it as feed than they could do by sending it to a central market. This applies with special force to the wet wheat being marketed in many districts.

One of the good mills which has stood the test of years is The Kaestner Portable Feed Mill, made by Chas. Kaestner & Co., Chicago. It is simple, strong and easily operated. Its stones are cut from solid blocks of the best quality of French burrs, which are dressed, hung, balanced and ready for grinding. They are securely banded with the best wrought iron, which permits their being run at a very high speed with safety. The running stone is securely attached to a wrought iron shaft, so no setting or adjusting is necessary.

As soon as the shafts are dropped into their bearings, the burrs are ready for work. The shaft is provided with adjustable, self-oiling long journal boxes, so that it is always well oiled and cool. The bed stone being perfectly balanced and self-adjusting, remains in perfect face with the runner stone. Should a nail, screw, spike, or any hard substance get into the mill, it is provided with a spring adjustment which spreads

back and prevents their being injured by any hard substance getting between them. When the feed is shut off, the burrs can readily be held apart, allowing them to run idle, without throwing on or off the belt.

This is an advantageous feature to elevator men who seek to grind feed for farmers as received.

The Kaestner mill is guaranteed not to clog either on damp or dry material. The feed is positive, the conveyor feeding a certain amount of grain to the stone with every revolution. The mills can be regulated to grind either coarse or fine, and it is said they always grind very evenly, which is essential to an elevator man who desires to do different kinds of work without putting in different styles of mills.

Over 12,000 of these mills are said to have been sold and are now in use, so that the makers feel warranted in guaranteeing their mill to give entire satisfaction. They are made in four sizes, with a capacity of from 20 to 100 bushels per hour.

THE STORAGE WARRANT SYSTEM.

Bankers and money lenders have long recognized in the warehouse receipt the most desirable collateral upon which to loan money. This applies with extra force to storage certificates issued for grain deposited in public warehouses; no other commodity can be disposed of so quickly and so advantageously. It is for this reason that loans are made at such a low rate of interest on grain stored in public warehouses. The fact that money can be obtained so readily and at so low rate of interest at the grain centers is the factor which has often piled up millions of bushels of grain in public elevators at Chicago and other central markets.

One great drawback to depositing a superior quality of grain in the public elevators in some of the markets has been, that the identity of the grain is lost, and when storage certificates are surrendered, the shipper often received grain inferior to that which he shipped to the market for the purpose of storage. By means of storage warrants issued by the Guaranty Storage Warrant Co., of Chicago, country elevator men may borrow money on their grain in their own houses for a lower rate of interest than they can obtain it from the local banker without use of such warrants.

The Guaranty Storage Warrant Co. is not a money lender, but a guarantor of collateral in the form of storage certificates. When the country elevator man desires to borrow money on grain in his elevator, and in order to obtain it at a lower rate of interest desires to give a storage warrant as collateral, he places the grain in a part of his elevator which is of least value to his business. He then leases this part of the elevator to the Guaranty Storage Warrant Co., and it is closed by that company, which takes charge of the property and controls for the term of the lease that portion of the premises occupied by it. The Warrant Co then issues a storage warrant to the elevator man, in which is stated the kind, quality, quantity, condition and ownership of the grain stored in the portion of the elevator or cribs which it has leased.

These warrants which are issued to the order of the party storing the grain,

or to whomever he may specify, may be deposited as collateral for the loan wherever the borrower desires. The property will be surrendered upon the return of the warrant, and the payment of the charges due, which are not burdensome. The grain of course must remain undisturbed in the portion of the premises leased by the Warrant Company until the warrant has been returned to the company. The warrants are so arranged that a portion of the grain covered by the warrant can be delivered upon presentation of the warrant for proper endorsement.

Through the medium of this system of storage warrants, country elevator men may retain control of their grain or rather, they may retain it in their elevator until they desire to send same to market, and that too without paying a high rate of interest or keeping their money locked up in stored grain. Another advantage to them is that their grain does not lose its identity and is not reduced in quality by mixing it with inferior grain from other districts.

Country elevator men, who send grain to central markets for the purpose of storing and borrowing money on storage certificates find it necessary to pay freight, inspection charges, storage charges and bear the loss of a certain percentage to cover future shrinkage. These losses for various charges or expenses are avoided by storing grain at home in a portion of the elevator or crib which has been leased by the warrant company. It gives the country elevator man control of his own grain and that too without the expense mentioned in the foregoing and without any deterioration due to mixing. It is within his power to surrender the warrant, cancel the loan and ship his grain to the most favorable market at any time he desires to do so. The charges made for the services of the warrant company are said to be so reasonable that many country elevator men are taking advantage of the system and storing their grain (with the warrant company) at home.

Another advantage which will not be likely to occur to the elevator man is, that by storing grain at country points they keep that much out of the official visible supply. Every bushel sent to a central and especially a speculative market has a very depressing influence upon all bull speculators, who are disposed to run the market up. The country elevator man like the farmer is always anxious to have high prices for grain. By shipping grain to central markets for storage he helps to depress prices.

There are good reasons to believe that the storage warrant system will grow rapidly, and that country elevator men will take advantage of it and profit by storing their grain at home. It surely has many good points to commend it to every elevator man doing a cash grain business. It simplifies the borrowing of money on stored grain, gives additional protection to the lender and provides the elevator man with a storage warrant that will be accepted as gilt edge collateral by any banker.

Listless markets have filled the speculative trade with an intense longing for another Joseph, but all in vain. The lesson which he learned has impressed many others with the fact that it is not an easy matter to run a corner in wheat.

I. F. ZAHM & CO. OF TOLEDO, O.

Toledo has been making an earnest fight this season to secure the lead as a winter wheat market. Her receipts, although not much in excess of what they were one year ago, exceed the receipts at other winter wheat markets, Kansas City alone excepted. During the 12 weeks ending September 19, Toledo's receipts were 6,090,000 bus., which is nearly as much as was received at Chicago. During the same period last year Toledo's receipts were 33,000 bus. less, and the year before, nearly 3,000,000 bus. less. The crops in the territory tributary to that market have not varied greatly during the three periods, so the increase in the city's receipts of wheat must be credited to the persistent push of its enterprising grain merchants. The city has also gained considerable prominence as a seed market and does a large business in seeds. Corn and oats are by no means slighted, but it is as a wheat and seed market that Toledo gains most of its standing as a grain market.

One of the well-known firms which has done much to build up the city's grain trade is J. F. Zahm & Co., which is composed of J. F. Zahm, F. W. Jaeger and F. Mayer. The senior member of the firm, Mr. J. Frank Zahm was born at La Porte, Ind., in 1856, and went to Toledo when but 12 years old. After serving an apprenticeship as a Western Union messenger boy for one year, he entered the employ of William Hallavan, grain commission merchant, as errand boy. Several years later he was

ness. Its clover seed business has increased materially during recent years and during the season of 1897 and 1898 it handled fully 50,000 bags. It recognizes only regular country shippers, and has established a rule not to deal with transient grain shippers, scoop-shovel



J. F. Zahm, Toledo, O.

men or farmers; business from all such being declined. Its daily red letter circular, which is edited by Mr. Mayer, has attracted much attention, and contributed much to the success of the firm. The firm seeks to advance and protect the interests of its country shippers as is clearly evidenced by its placing a man at one of the Toledo elevators to inspect cars as they arrive and report upon their condition, thereby tracing the cause of shortages and emphasizing the necessity of greater care in the cooperating of cars and loading grain.

A Russian government official is credited with saying that Russia will need to import at least 80,000,000 bushels of grain this year in order to keep its people from starving. As the speculative trade has not rushed to buy on the strength of his statements, it may be that he was so extravagant in his remarks as to prevent them having the desired effect on the market.

Another swindler of the Bohemian oats stripe has made his appearance in New York. By exhibiting samples of a new kind of wheat he induces the farmers to buy, or else to sign a contract agreeing to give him one-half the resulting crop, providing the seed agent furnishes seed free. The contract, of course, turns up in the form of a note some time later. The proper person to supply farmers with good seed wheat is the elevator man, who is directly interested in having good grain supplied to his patrons. The elevator man is in a position to get in touch with the farmers and has all facilities for handling seed wheat. The introduction of improved seed grain has invariably proved very profitable investment for the elevator man as well as the farmer. If experience of any has proved it to be to the contrary, we would like to know of it.

GRAIN DEALERS DINNER.

A number of the Chicago grain receivers and members of the Illinois Grain Dealers' Association partook of an enjoyable dinner at the Victoria Hotel, Chicago, Sept. 13. The dinner was followed by the discussion of different propositions to stop dealing in grain by public elevator men.

The meeting was presided over by S. H. Greeley, vice-president of the Illinois Grain Dealers' Association, who opened the discussion with a short resume of the public warehouse question and its bearing upon the country grain shipper. S. S. Tanner, of Minier, Ill., president of the Illinois Association, and B. S. Tyler, of Decatur, Ill., secretary of the association, favored the placing of independent speakers in the field during the ensuing campaign, for the purpose of educating the people to the need of instructing their representatives in the state legislature to repeal the law permitting public elevator men to deal in grain stored in their elevators.

Among the dealers from out of town were Theo. P. Baxter, of Taylorville, Ill.; H. N. Knight, of Monticello, Ill., and L. T. Hutchins, of Sheldon, Ill. Among the receivers were Arthur Sawers and John F. Howard, of the Calumet Grain and Elevator Co.; John G. Smyth, of Rosenbaum Bros.; J. W. Radford, of Pope & Eckhardt Co.; F. Dickinson, of Rumsey, Lightner & Co.; A. Rheinstrom, of Rheinstrom & Co.; C. H. Fowler, of Nash, Wright & Co.; Mr.



Fred W. Jaeger, Toledo, O.



Fred Mayer, Toledo, O.

admitted to a partnership, and in 1879 he engaged in business for himself, since which time he has been conducting a vigorous campaign for consignments of grain.

Mr. F. W. Jaeger was born at Elmore, Ohio, in 1867, and Mr. F. Mayer was born at Toledo, the year following. Both started in with Mr. Zahm as office boys, and gradually worked their way up until in 1895 they were admitted to partnership.

The firm does not handle through business nor operate an elevator, but makes a specialty of handling consignments of grain and seeds. It is a strictly commission house and enjoys a large busi-

ness. Stevens, of Waggoner & Co.; Harry Paynter, of Milmine, Bodman & Co.; C. R. Clark and others.

Upon the motion of John C. Ross it was decided to make an attempt to get the matter before the Board of Trade Association in the form of a proposition to forbid the dealing in grain by public elevator men, whose houses are made regular by the Board of Trade. This proposition seemed to meet with favor and was adopted.

No action was taken upon the proposition to place public speakers in the field, but several of those present offered to subscribe \$50 to a fund for this purpose. It was also reported that the

board of directors of the Board of Trade were considering a proposition to test the constitutionality of the present warehouse law, the prevailing opinion being that dealing in grain by public elevator men is contrary to the provisions of the state constitution.

REGULAR GRAIN DEALERS.

In addition to the names of regular grain dealers of Illinois which we published in the last number of The Grain Dealers Journal, we have received the names published below. If the names of any scoop-shovel men appear, we trust the regular dealers will promptly notify us so we can make the necessary changes before publishing the list in book form for distribution among receivers, who desire to avoid bidding irregular shippers and do not want their consignments. If any names of regular dealers have been omitted we will gladly add them to the list, which will be published in the next number of this Journal. Look over the following and let us hear from you:

Athens, Ill.—E. R. Ulrich & Sons, eltr, 25 M.
 Barclay, Ill.—E. R. Ulrich & Sons.
 Bates, Ill.—E. R. Ulrich & Sons, eltr, 30 M.
 Berry (Rochester P. O.), Ill.—Twist Bros. eltr, 10 M.
 Breckenridge, Ill.—Twist Bros, eltr, 15 M.
 Buffalo, Ill.—E. R. Ulrich & Sons, eltr, 60 M.
 Butler, Ill.—Munday-Settlemyre Co., eltr, 10 M.
 Cantrall, Ill.—E. R. Ulrich & Sons, eltr, 75 M.
 Challicombe, Ill.—E. R. Ulrich & Sons, scales.
 Chatham, Ill.—E. R. Ulrich & Sons, eltr, 50 M.
 Coleman's Switch, Ill.—E. R. Ulrich & Sons, eltr.
 Cora, Ill.—E. R. Ulrich & Sons, scales.
 Cotton Hill, Ill.—E. R. Ulrich & Sons, eltr.
 Curran, Ill.—E. R. Ulrich & Sons, eltr, 50 M.
 Dawson, Ill.—E. R. Ulrich & Sons, eltr, 35 M.
 Farmingdale, Ill.—Edwin Beggs, eltr.
 Hastings, Ill.—Sidell Grain & Elevator Co., eltr; Kreis & Armstrong, eltr.
 Healey, Ill.—The Middle Division Elevator Co, eltr, 5 M.
 Henderson, Ill.—W. A. Fraser, eltr, 30 M.
 W. H. Kierman, eltr, 15 M.
 Hickox's Switch, Ill.—E. R. Ulrich & Sons, scales.
 Hindsboro, Ill.—E. Eversole & Co.
 Ice House Switch, Ill., I. C. R. R.—E. R. Ulrich & Sons.
 Illiopolis, Ill.—Ford & Metcalf, eltr. E. R. Ulrich & Sons, eltr, 60 M. Graham & Leeds.
 Indianola, Ill.—J. D. Downey, eltr, 12 M.
 Iroquois, Ill.—L. T. Hutchins & Co, eltr.
 Island Grove, Ill.—E. R. Ulrich & Sons, eltr.
 Jamaica, Ill.—Porterfield & Barton, eltr, 15 M. Postlewait & Moore, eltr, 30 M.
 Kansas, Ill.—T. M. Paxton, eltr. Bartlett Kuhn & Co, dump.
 Kemp, Ill.—M. E. Howrey & Co, eltr.
 Klondike, Ill.—John Wiemer, eltr. E. M. Wayne & Co, eltr.
 Kumler, Ill.—M. O. Flanagan, eltr.
 Lahogue, Ill.—P. B. & C. C. Miles, 2 eltrs.
 Lake City, Ill.—E. E. Davis.

Lake Fork, Ill.—E. Buckles & Co, eltr.
 Lanesville, Ill.—E. R. Ulrich & Sons, eltr, 100 M.
 La Place, Ill.—Joseph Alvey, eltr, 4 M.
 V. Hawthorne, eltr, 1 M.
 La Rose, Ill.—La Rose Grain Co, eltr, 120 M.
 B. S. Harper, eltr, 8 M.
 La Salle, Ill.—Jas. F. Kilduff, eltr.
 Latham, Ill.—L. K. Wood & Co, eltr.
 Mt. Pulaski Grain Co, eltr.
 Laura, Ill.—C. C. Davis & Co, eltr.
 Lerna, Ill.—J. H. Snowden, eltr, 5 M.
 F. E. Randolph, eltr.
 Le Roy, Ill.—O. L. Brinning, eltr.
 Clarey & Payne, eltr. I. Crumbaugh, eltr.
 Lexington, Ill.—Clagett Bros Elevator Co.
 Lintner, Ill.—Duncan Bros.
 Litchfield, Ill.—Munday-Settlemyre Co, eltr, 30 M.
 Loami, Ill.—E. R. Ulrich & Sons, eltr, 30 M.
 Loda, Ill.—E. M. Hungerford. West Bros & Cummings, eltr, 70 M.
 Lodemia, Ill.—S. M. Barns, oat bin, 10 M; F. L. Churchill, oat bin, 20 M.
 Lodge, Ill.—T. S. Paugh, eltr.
 Longview, Ill.—G. W. Helm, eltr.
 Lostant, Ill.—H. Ream & Son, eltr; Bell Bros, eltr.
 Lowder, Ill.—J. N. Hairgrove, eltr, 10 M; V. C. Elmore, eltr, 10 M.
 Ludlow, Ill.—E. D. Risser, eltr, 15 M; J. B. Carson, eltr; Jno. Richardson, eltr; H. C. Hall, eltr, 20 M.
 Lynn, Ill.—Hough & Williams, eltr, 15 M.
 Maestown, Ill.—Sidell Grain & Elevator Co, cribs & scales.
 Mahomet, Ill.—C. H. & P. G. Jones, eltr; Geo. L. McClure, cribs.
 Manchester, Ill.—R. & L. Caldwell, eltr.
 Markham, Ill.—Fitzsimmons & Kreider, eltr, 20 M.
 Maroa, Ill.—M. R. Allsup, eltr, 65 M; Crocker Elevator Co, eltr, 50 M.
 Martha, Ill.—W. B. Sill, eltr, 10 M.
 Mason City, Ill.—D. H. Curry & Co, eltr, 50 M; Hubbard & Hubbard, eltr, 15 M; Donavan Bros, eltr, 10 M.
 Maryland, Ill.—Sidwell & Co, eltr.
 Mattoon, Ill.—W. D. Jones, eltr; W. L. Major, eltr; E. & J. Jennings, eltr; Geo. Elliott, eltr; Jas. Kitchen, eltr.
 Maxwell, Ill.—E. R. Ulrich & Sons, eltr, 10 M.
 May, Ill.—Culbertson & Younger, eltr.
 Mayview, Ill.—J. B. Walton & Sons, eltr, 20 M; J. H. Eversole, eltr, 10 M.
 Mazon, Ill.—O. B. Fuller, eltr, 30 M; Mr. Clark, eltr, 50 M; M. Dewey, eltr, 70 M.
 Meadows, Ill.—E. D. Churchill & Son, eltr, 50 M; Roberts Moschel & Mossiman, eltr, 30 M.
 Medora, Ill.—E. R. Ulrich & Sons, eltr, 10 M.
 Meredosia, Ill.—H. Goebel; D. R. Beauchamp.
 Merrit, Ill.—G. R. Ranson, eltr, 25 M.
 Milford, Ill.—L. T. Hutchins & Co, eltr.
 Millbrook, Ill.—O. B. Laron & Bros, eltr, 10 M.
 Millersville, Ill.—S. J. Miller, eltr, 15 M; Denton & Reed, eltr, 12 M.
 Millington, Ill.—F. T. Rolph, eltr, 8 M.
 Milmine, Ill.—Stackhouse & Burks, eltr; Phillips Bros, eltr.
 Minier, Ill.—Quigg Railsback & Co, 4 eltrs; Buelhrig & Innig, eltr.
 Minonk, Ill.—J. A. Simpson, eltr; B. M. Stoddard, eltr; Samuel Wiley, eltr; F. Horneman, eltr.

Mira, Ill.—J. S. Holderman, eltr, 15 M.
 Monarch, Ill.—Whitaker & Bishop, eltr, 12 M.
 Monica, Ill.—Day & Duffy, eltr.
 Monticello, Ill.—Geo. Peck & Sons, eltr; E. Knight & Sons, eltr.
 Morrisonville, Ill.—Herdman-Harrison Milling Co, eltr; P. Doran, eltr.
 Morton, Ill.—Roberts Moschel & Mosiman, eltr, 30 M; Tucker Dodds & Co, eltr, 15 M; J. Mathis, eltr, 12 M; P. B. & C. C. Miles, eltr.
 Munster, Ill.—Swift & Winter, eltr.
 McDowell, Ill.—Middle Division Elevator Co, eltr, 10 M.
 McLean, Ill.—Crescent Grain Co, eltr, 50 M; C. C. Aldrich & Son, eltr, 20 M.
 Mt. Pulaski, Ill.—Gray Bros & Co, eltr; Mt. Pulaski Grain Co, eltr; Wood & Kautz, eltr.
 Mt. Zion, Ill.—J. C. Boyce, dump & cribs; Geo. B. Spittler, eltr.
 Natrona, Ill.—D. H. Curry & Co, eltr, 20 M; Geo. Hussman, eltr, 15 M.
 New Berlin, Ill.—E. R. Ulrich & Sons, eltr, 20 M.
 New Holland, Ill.—D. M. Burner, eltr, 35 M; D. H. Curry & Co, eltr, 25 M; McFadden & Co, eltr, 20 M.
 New Windsor, Ill.—W. H. Kierman, eltr, 25 M.
 Nokoma, Ill.—J. Carstens & Son, eltr; N. Bentz, eltr; W. A. Fraser, eltr, 60 M.
 Oak Hill, Ill.—W. E. Welles, eltr.
 Oakley, Ill.—M. A. Nickey, eltr, 10 M; corn sheller, steam power; B. S. Tyler & Co, dump, 6 M.
 Ohlman, Ill.—A. C. Durdy, eltr.
 Oilfield, Ill.—C. M. Paxton, crib.
 Oneida, Ill.—G. W. Barnett, eltr, 20 M; W. A. Fraser, eltr, 30 M.
 Opheim, Ill.—Hough & Williams, eltr, 15 M.
 Oreana, Ill.—Crocker Elevator Co, dump, 10 M; Ross Hockaday, dump, 10 M.
 Orion, Ill.—Hough & Williams, eltr, 30 M; T. I. Backus, eltr, 30 M.
 Onarga, Ill.—E. L. Wheeler & Co.
 Osman, Ill.—W. Boulware, eltr; Geo. A. De Long, eltr.
 Osprey, Ill.—Middle Division Elevator Co, small eltr.
 Oswego, Ill.—Wm. Legget, eltr, 10 M.
 Outten, Ill.—J. A. Roney, dump; B. S. Tyler & Co, dump.
 Owaneco, Ill.—Ritscher Bros, eltr, 10 M; W. H. Barrett & Bro, eltr, 10 M.
 Palmer, Ill.—O. M. Best, eltr; J. L. Boyd, eltr.
 Pana, Ill.—Metzger Bros, eltr, 10 M; T. J. Lester, eltr, 8 M.
 Paris, Ill.—Dawson & Boatman, eltr; C. E. Shaw & Co, eltr; Augustus Rudy & Co, eltr.
 Parnell, Ill.—Middle Division Elevator Co, eltr.
 Pawnee, Ill.—E. R. Ulrich & Sons, eltr, 25 M; Twist Bros, eltr, 50 M.
 Paxton, Ill.—Risser & Filson, eltr, 20 M; W. H. Westbrook, eltr, 50 M; H. C. Hall, eltr; W. H. Barry, eltr.
 Pegram, Ill.—Mr. Prince, eltr.
 Penfield, Ill.—H. C. Bear & Co, eltr, 15 M; J. B. Kirkpatrick Grain Co, eltr, 28 M.
 Perdue, Ill.—J. B. Carson, eltr; Jno. Richardson, eltr.
 Peru, Ill.—R. Unsicker, eltr.
 Pesotum, Ill.—Condon & Black; R. & J. Ewin; Crawford & Davis.
 Petersburg, Ill.—Turner Hudnut & Co, eltr; O. F. Hubbard.
 Philadelphia, Ill.—A. C. Mains, eltr.
 Philo, Ill.—E. B. Hazen, eltr; Van Vleck & Son, eltr.
 Piasa, Ill.—J. T. Darnielle, eltr.

Piper City, Ill.—J. A. Montellus, 2 eltrs; Cloak Bros, eltr, 10 M.

Pisgah, Ill.—Rannells & Lenergan Grain account, sheller cribs & dump, stationary engine, 7 M.

Plano, Ill.—Jeter & Jeter, eltr, 25 M. Pleasantplains.—Edwin Beggs, eltr.

Polo, Ill.—Ben Hammer, eltr; Herbert Bros, eltr.

Prentice, Ill.—Hubb, Lewis & Beggs, eltr.

Princeville, Ill.—C. C. Davis & Co, eltr; Richard Cox, eltr.

Proctor, Ill.—Geo. A. De Long.

Prospect, Ill.—Coon Bros eltr, 30 M.

Putnam, Ill.—O. P. Carroll, eltr, 35 M.

BOOKS RECEIVED.

FRACTIONAL VALUES OF BUSH-ELS is the name given to a new series of tables recently issued by the publisher of the well known Clark's grain tables. The new tables are printed on heavy white bristol board in red and black. The amount in bushels being shown in red and the value of bushels at fractions of a cent by eighths are shown in black. The tables are so arranged that the card can be tacked up before a desk for convenience and reference, all of the tables being on one side. The tables show the value of any quantity from 1 to 50,000 bushels at $\frac{1}{8}$, $\frac{1}{4}$, $\frac{3}{8}$, $\frac{1}{2}$, $\frac{5}{8}$, $\frac{3}{4}$, and $\frac{7}{8}$ cents. They are the most conveniently arranged tables for showing the fractional value of bushels that have ever been published. The price of each set of these tables is 50 cents. Copies can be had by addressing the Grain Dealers Company, 10 Pacific Ave., Chicago.

GRASSES AND FORAGE PLANTS is a practical treatise on the natural history, comparative nutrition value, and methods of cultivation of grasses and forage plants, and cutting, curing and managing of grass lands in the United States and the British Provinces. Its author, Charles L. Flint, was late secretary of the Massachusetts State Board of Agriculture, a member of the Boston Society of Natural History, author of "Milk Cows and Dairy Farming" and other works of similar nature. The revised edition of Grasses and Forage Plants is published by Lee and Shepard, of Boston. The work is a book of 400 pages, well bound in cloth, and well printed on good paper. It is made up of eleven chapters, the first, which is devoted to the natural history of the true grasses which are used for forage, occupies nearly 150 pages and includes a list of the true grasses. The second chapter is devoted to the cerealia or grasses cultivated for their seeds. The other chapters are devoted to the artificial grasses, or plants cultivated and used like grasses, though not belonging to the grass family; the grasslike rushes, carices and sedges, commonly called grasses; various classifications of the grasses; the comparative nutritive value of the grasses; the climate and seasons, and their influence on the grasses; selection, mixture, and sowing of grass-seeds; time and mode of cutting grass for hay; curing and securing hay and the general treatment of grass lands. The book is well illustrated and in addition to table of the contents has an index of systematic names as well as a general index, which greatly facilitates its use by all interested in the subject treated. Copies can be obtained by addressing Lee and Shepard, publishers, Boston, Mass. Price \$2.

OUR COB PILE.

The country elevator man who puts in a feed mill will be able to dispose of his screenings to advantage and at a profit.

F. F. Collins, Cincinnati, O., secretary and treasurer of the National Hay Association, writes us that the Hay Association is growing nicely and bids fair to become an association of power and influence.

The Western farmers who harvested a large crop of hay this season are disposed to do much speculating. The result will probably be the same old story; they will accept lower prices in the end.

W. T. Cornelson, superintendent of the Burlington Elevator at Peoria, Ill., made a careful inspection of the Nebraska corn crop recently and confidentially predicts a marked shortage of the corn crop of that state.

The worst seems to have come to the worst, or at least, is very bad, for the Joseph, who a year ago was the foremost factor in the wheat market, is now credited by New York papers with intending to purchase an interest in a New York boarding house.

And now a report comes from China that the Chinese are consuming more and more wheat as they become better acquainted with the habits and customs of the Western people. Should wheat become the raging fad with the Chinese, the Chinese demand would do more to raise the price in this country than even "Old Hutch" did 10 years ago.

Grain dealers who are also in the hay business, will find the Grain Dealers Journal, and the Hay Trade Journal of value to them in their business. If both papers are subscribed for at the same time, the subscriber can obtain them for the price of the Hay Trade Journal, that is \$2 per year. This is one of the best bargains ever offered the members of these trades.

England is still discussing the advisability of establishing national wheat stores to provide for the needs of the people in case of war or famine. Large stores of grain no doubt were an advantage in primeval days, but modern facilities for the rapid transportation of grain from one part of the world to another makes it unnecessary to lay in large stocks of wheat.

The Northwestern Miller of Minneapolis, one of the most enterprising trade journals in the world, and also one of the most successful, has recently moved into a new, three story stone and brick structure, which is known as The Northwestern Miller Bldg. The building is designed and built especially for the purposes of the Miller and will enable it henceforth to serve its patrons better, if such a thing proves possible. It has an admirable motto "Forward, Always Forward," and judging from its progress, it must keep it always in mind.

NEW YORK.

A new elevator will be built at North Tonawanda, N. Y., on a narrow strip of land between the Erie canal and the Niagara river.

Buffalo, N. Y., has already received 100,000,000 bushels of grain this year. This is five times more than they handled twenty years ago.

The Great Northern Elevator Company, of Buffalo, N. Y., has filed papers

with the secretary of state, certifying to an increase of capital stock from \$1,000,000 to \$1,500,000.

H. H. Armstead has formed a company to build a 1,000-barrel stone mill and a 50,000-bushel elevator on the site of the Chester mill which recently burned at Lockport, N. Y.

PENNSYLVANIA.

The wheat crop of Pennsylvania is a failure this year. In some localities the average was 18 to 20 bushels to the acre, but such places were few and far between.

The storage and grain warehouse of O'Rourke & Co., of Philadelphia, was destroyed by fire Sept. 18. The loss will reach \$60,000, with \$25,000 insurance. There was but little stock in the building at the time of the fire. The origin of the fire is unknown, though it is thought it started from a tank connected with a gas engine.

SOUTHEAST.

A 100,000-bushel elevator will be built at Elizabethtown, Ky.

A new grain elevator will be built in the near future at Brownsville, Tenn.

Grain dealers of Kentucky are still lending bags to farmers, much against their will.

The Crescent Milling Company, of Cynthia, Ky., has completed a 50,000-bushel elevator.

Maj. Culver, of Mobile, Ala., is credited with saying that the farmers of Alabama are going to raise considerable wheat next year.

Brown & Riggs, of Moundsville, W. Va., have improved their facilities for handling grain by installing weighing scales.

R. R. Lloyd, a grain dealer at Pembroke, Ky., has filed a petition in bankruptcy. His liabilities are placed at \$1,421. The assets are not given.

Callahan & Sons, of Louisville, Ky., have let the contract for the building of their new grain storage plant. It will consist of a nest of steel storage tanks and cost about \$30,000.

So far this year the millers of Tennessee and further south are able to buy enough wheat at home at Cincinnati prices, which means a saving to them of 11c freight rate.

There is a project on foot at Owensboro, Ky., to build a farmer's elevator. It is proposed to organize a company with \$25,000 capital stock in shares of \$100 each. If built, the elevator will have a capacity of 250,000 bushels.

Frank L. Woodruff's grain warehouse at Sanford, Fla., was destroyed by fire Aug. 29. The loss is \$8,500, of which \$7,000 is on the stock; insurance, \$1,800. The cause of the fire is unknown. Mr. Woodruff leased a building near by and resumed business at once.

D. H. Browder Company, commission merchants, at Atlanta, Ga., failed September 12. The liabilities are between \$15,000 and \$20,000 and the assets are placed at the same figure. The firm was doing a business of nearly \$500,000 a year on a capital of \$5,000. The cause of the failure is attributed to the fact that the company was carrying 6,000 to 8,000 barrels of flour when the wheat market broke in May, which were sold at a heavy loss, and also that it had a claim on a company for \$5,000 which recently went into the hands of a receiver.

PACIFIC COAST.

The Farmers' Warehouse Co. has been incorporated at Oakesdale, Wash.

The T. F. Rourke Co. has been incorporated at Walla Walla, Wash. It will handle grain.

D. E. Adams is buying grain for the Northwestern Grain Co., of Spokane, Wash., at Kendrick.

The wheat crop of Umatilla county, Ore., is estimated at 5,000,000 bushels by some enthusiasts.

Johnson & Phillips' grain warehouse at Scio, Ore., collapsed Sept. 6 under the weight of 40,000 bushels of grain. The grain was all saved, but it will cost about \$3,000 to rebuild the warehouse.

M. C. McGrew, of Kendrick, Wash., has rented the Kendrick Grain Co.'s warehouse and grain chutes, which consists of a warehouse on a hill, where the grain is received, weighed and then spouted through a chute to the lower house for shipment.

At a meeting of the directors of the San Francisco Produce Exchange, held Sept. 6th, Section 11, Rule 6, was amended as follows: Fees for inspection of produce shall be 1c per bag or crate, provided that the fee for any one inspection shall not be less than \$2.50.

J. W. H. Campbell, a well known commission merchant and grain dealer, of San Francisco, Cal., died Sept. 6. Mr. Campbell was one of California's pioneers, coming there in 1849. He first engaged in the produce business in Sacramento, where his business grew so rapidly that he decided to move to San Francisco. He was one of the founders of the Merchants' Exchange and also a member and for some years president of the Produce Exchange.

NEW ENGLAND.

Beattie & Wilson will build a grain and feed store on the M. & W. Ry. Co.'s tracks at South Ryegate, Vt.

The Barber Milling Co., of Taunton, Mass., has completed two large warehouses, with a capacity of 125,000 bushels.

J. F. Adams is erecting a grain store at Warner, N. H., the new building will be 70x20 feet and one and one-half stories high.

The grain and hay store of C. A. Parsons at Boston, Mass., was destroyed by fire Sept. 19. The origin of the fire is not known; loss about \$5,000.

H. F. Bailey, of Bangor, Me., is one of the largest dealers in grain, feed and cereals of all kinds there. His place of business occupies four floors and a basement, the dimensions of which are 30x90 feet.

Michael M. Eagan, of Fair Haven, Conn., died Sept. 7 from injuries received recently in a runaway. For over 30 years Mr. Eagan has been engaged in the grain and feed business at Fair Haven. He was a prominent temperance worker, liberal and kind to the poor.

Edward P. Merrill, Portland, Me., writes: This coming winter will witness more than one hundred sailings of ocean steamships from the port of Portland, Me. In connection with the Grand Trunk road one of the largest steamships carried last winter four hundred and eighty cars of grain and fifteen hundred loads of cattle as cargo.

The Wells & French car company, of Chicago, have just commenced the delivery to the Grand Trunk Railway Co. of 500 new, 30 ton capacity box cars of the standard Grand Trunk design and finish. This will increase the road's facilities for transporting grain and place it in a position to give western grain shippers superior service.

We are informed by Edward P. Merrill of the death of Mr. Dexter W. Kensell, of the firm of Kensell & Tabor, Portland, Me., which occurred Sept. 20. Kensell & Tabor have done a large grain business in Portland for 40 years. Mr. Kensell was a director of the Merchants' Bank, a member of the Board of Trade and Merchants' Exchange. He lived his business life in a time of fierce competition, was born poor and died rich and respected by all.

OHIO.

Virgil Twining is erecting a grain elevator and hay warehouse at Camden, O. Thieves caught stealing grain from cars at Toledo, O., have been arrested and punished.

A new elevator will be erected at Bowling Green, Ohio, Ed. Baldwin, of Weston, is to be one of the owners.

J. M. Witherspoon, of the Moulton-Starrett Company, writes us that he is reliably informed that the Ann Arbor, the F. & P. M., the Hocking Valley, and the Pennsylvania roads are not negotiating for the construction of an elevator at Toledo, as has been reported.

Ricker & Lippert, dealers in grain and hay at Cincinnati, O., have dissolved partnership, J. J. Lippert retiring. Mr. Lippert has gone to Chicago to engage in the grain business with Henry L. Goemann & Co. The business of the Cincinnati firm will be continued under the firm name of W. M. Ricker & Co.

At the election of the Cincinnati Chamber of Commerce, held September 13, the following were elected to serve as members of the Board of Directors: President, Robert H. West; vice-president, James T. McHugh; treasurer, L. B. Daniel; secretary, George Metzger. Directors: Charles E. Fish, Jr., M. E. Lynn, Charles E. Knaul, Hugo Gruner, J. F. Ellison. The new Board of Directors were installed on the 19th inst.

The greatest calamity which has ever befallen the owners and employes of a grain elevator in this country occurred at Toledo, O., at 8:30 p. m., Sept. 20. A full force was working at night in the Union Elevator of Paddock, Hodge & Co., to get a shipment of 80,000 bushels started on its way. One of the employes is said to have carried a lantern into a dusty room and an explosion followed which lifted the roof high in the air, blew away portions of the sides. The entire structure was quickly enveloped in flames. Supt. Wm. J. Parks, who was in the office with his three children, was blown through a window to a point 20 feet away, where he was found badly burned and almost naked. Charles Keefer, the engineer, and David Kemp, the fireman, were found in the engine room badly burned and injured by flying debris. John Carr, a shoveler, was blown out of a fifth story window; he was badly burned and had many bones broken. Among the ten reported dead or missing are Grace Parks, Harold Parks, Frank Van Hoesen, a grain inspector; Samuel Alexander, a weighman; Everitt Smith, a machinist;

Charles Keefer, and four workmen. Five others were so badly injured that their lives were despaired of. At the time of the fire the elevator contained about 190,000 bushels of wheat, 110,000 bushels of corn and 175,000 bushels of oats, all of which is so badly damaged as to be worth about 20 per cent of its former value. The loss on the elevator is reported at \$80,000; on grain about \$150,000; fully insured. Paddock, Hodge & Co., and their employes surely have the heartfelt sympathy of the entire trade in the terrible calamity which has befallen them.

INDIANA.

Grain trade news items are always welcome.

Sidney Messinger is building an elevator at Hedrick, Ind.

The Dealers' Distilling Co. will erect a distillery at Hammond, Ind., to cost \$1,000,000.

Indiana dealers should organize or become identified with the Grain Dealers National Association.

Dorrell Bauman, of Oxford, Ind., has bought a half interest in the grain business of G. D. Riddle at Chase.

Talbot, Ind., papers report that more grain is being received at that place than the elevators can handle.

McCray & Morrison, of Kentland, Ind., have finished the extensive improvements in their elevator at that place.

A large warehouse belonging to F. T. Boots, Connersville, Ind., collapsed recently and 2,000 bushels of wheat poured into the hydraulic canal.

The firm of Mercer & Neal, grain dealers at Peru, Ind., has dissolved partnership. Jackson Neal having purchased the interest of S. Mercer, will continue the business.

James Lower, of Granger, Ind., is making arrangements to erect a grain elevator at Willow Creek, a station on the Elkhart & Western division of the Lake Shore road.

Miller & Sons, of Lebanon, Ind., have shut down their elevator while repairs are being made. The elevator will have a thorough overhauling, the machinery will be reset, and a new dump put in.

ILLINOIS.

It is reported that A. H. Wendt will erect an elevator at Port Byron, Ill.

Sidney Messinger, of Rantoul, Ill., is erecting an elevator at Hedrick, Ind.

G. W. Lester is reported to be conducting a scoop-shovel grain business at Buffalo, Ill.

The Champaign Transfer and Elevator Co., of Champaign, Ill., have certified to a dissolution.

Hargreaves Bros., formerly of Collum, Ill., are enjoying a good business at their new station, Manhattan, Ill.

E. S. Easton & Co., of Peoria, Ill., are contemplating the purchase of Mr. Schoonmaker's elevator at Reynolds, Ill.

Mr. Sidwell has sold his elevator at Hinckley, Ill., to Chicago parties. Mr. Maltbie will have charge of it as in the past.

Zeller & Hutchinson, of Harmon, Ill., have purchased the elevator at Stone, Ill., and will conduct the business at that place.

It is reported that John Lowry, of Fairland, Ill., bought the B. K. & Co. elevator at Fairland, but the deal is not yet closed.

G. H. Comstock, of Cary, Ill., has traded his elevator at Cary for real estate. Mr. Comstock will remove to Barrington, Ill.

Marsellus Bros. have sold their elevator at Annawan, Ill., and will leave town. The elevator was managed by E. E. Marsellus.

The Chicago Board of Trade has accepted the invitation to attend the Chicago Day Celebration at the Omaha Exposition, Oct. 1.

Work has been commenced on Quigg & Tanner's new elevator on the Vandalia at Atlanta, Ill. It will have a capacity of 10,000 bushels.

J. M. Wray, of Minonk, Ill., has severed his connection with W. B. Rickey, the grain dealer, and has accepted a position at Biggsville, Ill.

F. C. Beane, of Fox Station, Ill., is receiving large quantities of grain, he pays top of the market prices and gets the German trade of that vicinity.

James Abbott is building a new elevator at Chanderville, Ill. It will have a capacity of 25,000 bushels, the power to be furnished by a gasoline engine.

French & Co. are erecting a new elevator at Tolono, Ill., in connection with Charles Shelby's flour mill. The elevator will be 18x44 feet in dimensions.

Van Buening & Miller are erecting a new elevator at Emden, Ill. This will make four elevators for Emden, which surely proves that Emden is a thriving town.

Gilbert Montague, an old and highly respected member of the grain and flour trade of Chicago, Ill., and senior member of Montague, Barrett & Co., died at his home on the evening of September 23, after a brief illness.

C. A. Burk's elevator on the Wabash tracks at Bement, Ill., was destroyed by fire on the evening of Sept. 23rd. The loss on grain and elevator is estimated at \$15,000.

The Rogers Grain Co. are tearing down their elevator at Gibson City, Ill., and will erect a new one on the site of the old one. It will be the largest elevator in the city.

The Neola Elevator Co., of Chicago, Ill., has been incorporated. Capital stock \$25,000. The incorporators are Thomas R. Beman, Timothy F. Mullen and John M. Cameron.

C. A. Johnson, of Dahinda, Ill., representing the Richardson Company, of Chicago, has leased, for his company, the grain elevator near the Santa Fe tracks at Galesburg, Ill.

A. Whitaker, of the firm of Whitaker & Bishop, has sold his interest in the grain business at Sabine, Ill., to Z. S. Weedman, of the same place. Possession is to begin Oct. 1st.

Ray D. Hance, while working near one of the stone burrs in Ward Campbell's elevator at Pecatonica, Ill., one of the nuts flew off, hitting him in the eye and injuring him severely.

The elevator at Harrisburg, Ill., owned by J. F. Wasson, was destroyed recently by fire, and about 12,000 bushels of grain was burned. The loss is estimated at \$15,000; insurance \$8,675.

Fred R. Kent has assumed the management of the Clinton, Ill., office of the Middle Division Elevator Co.; L. E. Slick, the former manager, having been transferred to Bloomington, Ill.

S. M. Barnes' elevator at Fairbury,

Ill., was discovered to be on fire on the evening of the 12th inst., and but for the prompt and effective work of the firemen would have been destroyed.

Titus Brothers, of Steward, Ill., have made several improvements in the Wesley Steward's elevator, and will conduct the business at Steward. They will carry a full line of lumber and coal.

The Railway Terminal Elevator Co., of Chicago, will rebuild the Air Line elevator, which was burned recently, on the old site. The new structure will be complete in every way and a much larger building.

The Peavy Elevator Co. has commenced work on its new 1,000,000-bushel elevator at 102nd St., and Calumet river, South Chicago. Piles are being driven for additional docks and the work will be pushed to completion in a few months.

Armour & Co. have leased a tract of land at the northwest corner of Joy's slip and the Chicago river, 700x250 feet. This is to furnish an addition to the capacity of Armour & Co.'s elevator D, at 22nd St. and the south branch, which is now being constructed.

Chief Grain Inspector E. J. Noble, has just issued a neat little pamphlet of the rules governing the inspection of grain in the City of Chicago, which were enforced on and after Sept. 19, 1898. Copies of these rules may be secured upon application to the inspector.

One cargo of the Armour wheat from Duluth arrived recently at Chicago, 140,000 bushels, on the Chile. It graded No. 2 northern and was sent to Armour's cleaning house. It is expected that about 500,000 bushels of this will be received at Chicago before Oct. 1st.

J. M. McNamara, postmaster of Leonore, Ill., a small town twelve miles west of Streator, Ill., and also a grain buyer for Bartlett, Frazier & Co., of Chicago, was robbed recently of \$700 which he had drawn from the bank to pay for grain bought. The robber escaped.

Rosenbaum Bros. are erecting a grain elevator on the C. & E. I. tracks between 85th and 87th streets at Chicago, Ill. They have leased the ground for twenty-five years. The elevator and storage tanks will cost approximately \$100,000, and will have a capacity of 1,000,000 bushels.

The large elevator at Roodhouse, Ill., which was operated by Warren Armington, was destroyed by fire on the evening of the 5th inst., at about 8:15 p. m. The fire originated in the dust room of the mill adjoining, and is believed to have been due to spontaneous combustion. It was well insured.

Geo. M. Bennett & Co., of Grantpark, Ill., has rented the Cloldt & Son elevator at Sollitt, Illinois, taking possession Sept. 10th. Burt McKinstry is in charge. Mr. Bennett will put in a new six-horse power gasoline engine, and will also add to the coal and lumber yard, so as to make it as good as any.

Geo. R. Houghton and Samuel J. Nash, formerly prominent members of the Chicago board of trade, have recently filed petitions in bankruptcy. The petition of Mr. Houghton credits him with having liabilities in the sum of \$225,000 and no assets. Mr. Nash has unsecured liabilities amounting to \$55,000, assets \$1,700.

The following delegates have been appointed to represent the Chicago Board of Trade at the annual meeting of the National Board of Trade, which con-

venes at Washington, Dec. 13th: R. S. Lyon, James Nicol, L. W. Bodman, B. A. Eckhart, H. F. Dousman, J. T. Rawley, W. S. Warren, J. G. Steever, B. Frank Howard and George F. Stone.

The Illinois Central Railroad Co. has notified the Fred P. Rush company to vacate their elevator at Champaign, Ill., within 60 days. It is said on good authority that the object of removing the elevator is that the view of engineers may not be obstructed, as there is a very abrupt curve in the track at that place.

The Board of Trade Building at Chicago was the scene of a wild scramble by firemen recently. A report reached the fire alarm office that the big building was on fire. The smoke came pouring from the attic window, but it was only the bursting of a steam pipe. Passers-by saw the steam, and mistaking it for smoke, sent in the alarm.

Fire started in the Hagener Bro.'s grain elevator, near the B. & O. S. W. freight depot at Beardstown, Ill., recently, but was extinguished before much damage was done. It was caused by Mr. Hagener's neglect to put the top on the gasoline can, it being ignited by a match. Had the elevator burned there would have been a loss of over \$5,000 above the insurance. Gasoline should not be kept in a grain elevator.

W. A. Haynes & Co. are erecting a 40,000-bushel elevator at Ocoya, Ill. The house will be 28x48x50 ft. to eaves with a 20-ft. cupola. The house is built of 2x6's cribbed. It will have eight bins, four dumps and four receiving sinks. Two elevator legs with 6x12 cups and a cleaner in the cupola. The power will be furnished by a 18 h. p. Webster Gasoline Engine. All machinery is being furnished by the Webster Mfg. Co.

A corporation known as the Northwestern Malt and Grain Company has been formed for the purpose of building a grain elevator and a malt house at Cragin, Ill. The elevator will have a daily capacity for cleaning and handling 500,000 bushels of barley, and will involve an expenditure of about \$125,000. G. Frank Gibney, Baltimore, Md., is president of the company. B. F. Hales, of the Hales & Curtiss Co., Chicago, is also interested in the enterprise.

It may be so, but the Pantagraph of Bloomington, Ill., says, "Mr. McLean, a prominent grain broker of the Chicago board of trade, is in the city for a few days, the guest of Mr. Shideler and Dr. Hall. Mr. McLean is making a trip through central Illinois investigating the farm prospects. He was driven over the city yesterday and was very much impressed with the beauty of the surroundings. Mr. McLean is a very pleasant gentleman and in personal appearance resembles ex-Vice President Stevenson."

Another effort is being made to induce the directors of the Chicago Board of Trade to make No. 2 hard winter wheat regular for delivery on contracts. It would increase the stocks of contract wheat in store and depress the market. Larger stocks being at hand and available for delivery on contracts would encourage the short seller, make glad the public elevator man, and strike terror to the bulls. It does not now command as much in the cash market as the contract grades of wheat, and is considered inferior in quality by millers. It is better to let well enough alone. However, it seems likely that the committee will report against the proposition.

IOWA.

W. Tile is conducting a scoop-shovel grain business at Pierson, Iowa.

A new grain elevator is being built at Vancleve, Iowa, by parties from Haverhill, Iowa.

C. J. Robinson, of Marion, Iowa, is helping to build an elevator at Sulphur Springs, Iowa.

J. F. Mohr is reported to be trying to conduct a scoop-shovel grain business at Danbury, Iowa.

Smith & Cole, of Mason City, Iowa, are contemplating the erection of an elevator at Emery, Iowa.

The B., C. R. & N. carpenter crew has about finished the elevator at Plymouth, Iowa, for Messrs. Murray & Ridgeway.

Thomas Bros. are rushing the work on their new elevator at Sheffield, Iowa, and expect to have it running in a short time.

The Interstate Elevator Company is erecting a new warehouse at Burt, Iowa, which will have a capacity of 25,000 bushels.

The Tingley elevator at Tingley, Iowa, has been sold to J. L. Galloway. Mr. Galloway will probably make several improvements.

The Muscatine Oat Meal Company, of Muscatine, Iowa, contemplates the erection of quite a large addition to its elevator at Muscatine.

The B. A. Lockwood Grain Co. has just completed a model corn shelling elevator at Ontario, Iowa. Power is supplied by a gasoline engine.

The Des Moines Elevator Co. will build an elevator at Des Moines, Iowa, on the Keokuk & Western tracks. It will cost in the neighborhood of \$45,000.

Anderson Bros., of Sheffield, Iowa, are adding a gasoline engine to their elevator. Thomas Bros. will also put one in their new elevator instead of steam.

Ira Conger, dealer in grain, seed and coal, at Galva, Iowa, was in Chicago recently and registered a kick against the inspection of corn and oats at South Chicago.

Frank Thoms & Co., of Minburn, Iowa, have added to their line of elevator machinery a power car loader. It will fill a car to its capacity, requiring no labor whatever.

Danbury, Iowa, is afflicted with two scoop-shovel shippers. No remedy has yet been attempted. The dealers of the district should organize or join an association and get relief.

Even small towns want to be in line and Decorah, Ia., can now boast of a bucket shop, which is being conducted by H. P. Gifford. The crop of suckers will be of the usual size.

The Northern Grain Company, of Renwick, Iowa, paid out over \$4,000 in fifteen days, notwithstanding the "grain is all going to Holmes." Keeney & Son have done equally as well.

The coal in the Kansas City elevator at Earling, Iowa, was discovered to be on fire recently, supposed to have been due to spontaneous combustion. Very little damage was done.

The well-known coal firm, Stanbery & Stanbery, of Mason City, have made a deal with Warren & Co., of Peoria, Ill., whereby they become the sole owners of the Ft. Dodge, Iowa, elevator.

D. Unsicker's elevator at Wright, Iowa, which was built by J. H. Switzer,

has been completed, Mr. Switzer has also been engaged to erect one at Eddyville, Iowa some time in the near future.

The coal in the boiler room of H. H. Sindt & Co.'s elevator, at Durant, Iowa, ignited from spontaneous combustion recently, but the flames were soon extinguished, little damage being done.

Captain Stuart's grain elevator at Audubon, Iowa, was destroyed by fire September 14. Over 25,000 bushels of grain was destroyed. There was only \$2,000 insurance on the elevator and grain.

The Clara elevator at Hornish, Iowa, has been opened for business. It is one of the most substantial and largest elevators anywhere in that section of the country. It has a capacity of 30,000 bushels.

T. D. Deck, of Orange City, Iowa, has gone to Wichita, Kan., where he is temporarily engaged in the grain and milling business. Mr. Deck has many friends in Orange City, who regret his departure.

One of the large grain warehouses belonging to the Webster City Elevator Company, at Webster City, Iowa, was burned on the evening of Sept. 10. The warehouse was empty and being old, burned very rapidly.

H. Lawbough's elevator at Stour. Iowa, was destroyed by fire recently. The elevator contained about 12,000 bushels of grain. The loss is about \$10,000 on which there is between \$6,000 and \$7,000 insurance.

F. H. Peavy, of Minneapolis, Minn., who owns and operates an extensive system of elevators in the northwest, is contemplating the erection of a 1,500,000 bushel elevator at Council Bluffs, Iowa. It will be built on the Union Pacific line.

J. L. Cameron, of Hesper, Iowa, reports that the corn in that vicinity has been damaged considerably by the drouth. Out of 3,000 ears husked, 40 in every 100 were defective, and where his land had ordinarily produced 60 bushels to the acre it will not average over 40 this year.

The large grain elevator at McGregor, Iowa, on the C., M. & St. P. railroad, belonging to the Hunting Elevator Co., under the supervision of Col. Barnum, has been given a general overhauling during the summer. A large boiler has been added, and with other improvements greatly facilitates the handling of the immense amount of grain received.

N. H. Adams, of Decorah, Iowa, has recently enlarged his seed houses. This improvement has doubled his capacity for receiving, storing and shipping seeds. He has installed the latest and most improved machinery for the cleaning of seed, especially timothy, and when the supply is sufficient, his output of cleaned seed is a carload a day. His seed commands a ready sale in the central markets at the highest market price.

At the weekly meeting of the directors of the Commercial Exchange, of Des Moines, Iowa, recently, a resolution was adopted endorsing Charles J. Murphy as special representative of the United States abroad to advance the interests of our export corn trade. Corn Bread Murphy, as he is known, has been engaged in this work for some years, and now seeks to be reappointed to continue the work of educating Europeans to use corn as a breadstuff.

F. D. Babcock, of Ida Grove, Iowa, secretary of the Northwest Iowa Grain Shippers' Association, was in Chicago recently in the interest of his association. The claims of the members of the association against the railroads, amounting to half a million dollars have been settled out of court. The association and its efficient secretary are to be congratulated upon their success. In compromising the case the railroads have admitted the justice of the shippers' claims.

NEBRASKA.

A new grain elevator is being built at Hastings, Neb.

Ponca, Neb., has a new elevator, with a storage capacity of 8,000 bushels.

J. K. Sterret has purchased the grain business of Chris Winters, at Eustis, Neb.

Send us the grain trade news of your district. Contributions are always welcome.

The new elevator at Elmcreek, Neb., is now completed and ready to receive grain.

The B. & M. elevator at Havelock, Neb., has been undergoing repairs and is in running order again.

The Omaha Elevator Co., of Omaha, will erect a new elevator at Brady Island, Neb., in the near future.

The Omaha Elevator Company is building a 25,000-bushel house at Valley, Neb. It will be ready to receive grain October 15.

The Omaha Elevator Co. is going to build a new elevator at Ord, Neb. It has the lumber and stone now on the ground.

A new elevator is being built at Kearney, Neb. It will have a capacity of 20,000 bushels and will be in operation by Oct. 25th.

Shelly & Westbrook, of Omaha, Neb., have purchased the Lumry elevator, at Fullerton, and the Morris & Davis elevator, at Belgrade.

The elevator of the Central Granaries Co., at Lincoln, Neb., is nearly completed. It is said this will be the biggest elevator in the state.

The Omaha Elevator Company is building a large elevator at Elkhorn, Neb. The building will occupy the site of the elevator destroyed by fire several years ago.

The Nye-Schneider Company, of Fremont, Neb., has purchased the W. T. McElvain & Co.'s elevator and lumber yard at Bruno, and the elevator and coal yard at Brainard.

KANSAS.

You will confer a favor by sending us the grain trade news of your district.

E. P. Caywood, formerly engaged in the grain business at Clifton, Kan., but more recently of Huntsville, Ala., is now in Chicago.

The report of the Grain Inspection Department of Kansas for the month of August shows the receipts to be about \$700 below the expenses.

Will Shrinkler, formerly of Freeport, Ill., but now in the grain business at Walker, Kans., had his safe blown open and robbed of \$595 in cash.

A good indication of prosperity among the Kansas farmers is the fact that they are not rushing their grain to market, but can afford to hold it for a higher or a lower price.

Mr. Sundendorf has leased the Assaria elevator at Salina, Kans., to the Ripke Grain Co., to be used as a supply station.

The farmers of Harvey county, near Newton, Kans., are sowing an unusually large amount of wheat this fall, which will greatly increase the wheat acreage in that locality.

Kansas farmers evidently expect better prices, for they do not seem to be rushing their wheat to market. About the only good wheat moving is what the mills of the state buy to grind.

That the gulf roads are making a strong bid for western grain is getting to be a stern reality to eastern carriers. This year most of the grain that is being shipped from Kansas goes via the southern route.

It is reported that the recent heavy rains in Kansas beat into the wheat stacks and caused considerable damage to the grain, besides delaying threshing until the stacks dry out.

A report comes from Kansas to the effect that the farmers have organized a combination to buy 50,000,000 bushels of wheat and raise the price. Their idea is to raise the market price at commercial centers, and in the meantime the organization at home will sell their wheat. In other words, the farmers would buy their own wheat and pay a good price for it. That is a good scheme. If they would but give it a fair trial, we will guarantee they will gain a large amount of valuable information.

MISSOURI.

A new grain elevator has been built at Craig, Mo., with a storage capacity of 22,000 bushels.

Ralph Orthwein, of C. F. Orthwein & Sons, wheat exporters, Kansas City, Mo., was married recently.

Articles of incorporation have been filed by the W. A. Miller Elevator Company, St. Louis, Mo. Capital stock is \$5,000, fully paid up.

George Taggart, of Philadelphia, Pa., has bought the flour mill at Kelso, Mo., and expects to build a large elevator and buy grain at that place.

The working force of the Missouri State Grain Inspection Department at St. Louis has been reduced, owing to the extremely light receipts of grain at that point.

John S. Marmaduke, of St. Louis, a wealthy grainman and member of the Merchants' Exchange, talks of building a 1,000,000-bushel elevator at St. Joseph, Mo. It is thought that an elevator built at that point will divert much grain to St. Louis.

At the regular monthly meeting of the Board of Directors of the Merchants' Exchange, St. Louis, the principal feature was the discussion of the hard wheat question. Since it has been found that the receipts of red winter wheat are continuing light, there has been a good deal of talk on the part of some of the members in favor of changing the rules so as to make hard winter wheat deliverable on contracts for future delivery. There is a division on this; some claim that it will be necessary to change the rule very soon, while others claim if changed it will be found to be a failure. As there was such a difference of opinion on this question, it was decided to take no action until a thorough investigation could be made.

MICHIGAN.

A new grain elevator has been built at Tecumseh, Mich.

A large grain elevator will be built at Allegon, Mich., in the near future.

The new elevator at Bronson, Mich., is being built by Coward & Monroe Bros.

L. J. Bickhart, of Jackson, Mich., is building an addition to his mill and will buy and ship grain.

Hamlin Bros., of Owosso, Mich., bought and shipped 27 cars of grain in one month, recently.

Townsend & Brooks, of Nashville, Mich., are making some extensive alterations in their elevator.

Walker & Ellenthorne, grain and lumber dealers at Carsonville, Mich., have dissolved partnership.

When you make a change in your firm or business, send us a notice of it. We are always glad to receive such notice for publication.

Fire started from an over-heated pulley in S. J. Stumps elevator at Armand, Mich., but was put out before much damage was done.

The Farmers' Elevator Co.'s new elevator at Lenox, Mich., is completed. It has a capacity of 20,000 bushels, and is equipped with hopper scales, clippers and cleaning machinery. Power is furnished by a 12-horse power gasoline engine.

Caughey & Carron's new grain and seed elevator at Detroit, Mich., is nearing completion. It will have capacity for storing 50,000 bushels of seed and 75,000 bushels of grain, and will be capable of loading 50 carloads of grain and seed a day. It will be fitted with oat clipping and grain cleaning machinery.

WISCONSIN.

H. L. Schuning has started in the grain business at Craft, Wis.

Mr. Peterson has purchased the Diley elevator at Bay City, Wis.

Subscribe for the Grain Dealers Journal, it costs but \$1 per year. Try it.

W. J. Icksteadt is erecting a new grain elevator on the Wisconsin Central at Boyd, Wis.

C. M. Francis has opened his warehouse at Pepin, Wis., and is buying grain for Paul Haefner, of Fountain City.

Anton Peterson is operating the Stahl warehouse at Pepin, Wis., and is buying grain for Larson & Swanson, of Stockholm.

The carpenter work on the Dousman Milling Co. elevator at Green Bay, Wis., is completed. It is now being covered with galvanized iron.

An accident happened recently at the Rewey elevator at Platteville, Wis., 600 bushels of rye breaking through the shipping bin. Loss is about \$100.

The John P. Dousman Milling Company, De Pere, Wis., expects to have its new elevator completed and running by October 1. It will have a capacity of 55,000 bushels.

The Brown County Produce Co., of Green Bay, Wis., has purchased the McCartney Elevator. It is now being thoroughly repaired and placed in shape to handle the company's increasing business.

The Lane-McGregor Agency Co. has been incorporated at Superior, Wis., with a capital stock of \$1,000. The purpose of this company is to deal in all kinds of property, and construct docks, elevators, etc. The incorporators are Fred B. Southern, Thos. E. Helmick and Mattie Goodman.

MINNESOTA.

The Roller Mill Co. is building a 20,000 bushel elevator at Springfield, Minn.

A 30,000 bushel elevator is being built by the Phoenix Roller Mill at Minneapolis.

H. L. Day has put his dust collecting system in the Great Eastern Elevator at Minneapolis.

A farmers' elevator will be built at Montgomery, Minn., with a capacity of 30,000 bushels.

Mr. Tanner, of Little Falls, Minn., is building an elevator at Long Prairie. He expects to have it running by Oct. 15th.

In the vicinity of Fertile, Minn., wheat is averaging 12 bushels per acre, while near Atwater it is averaging 18 to 20 bushels.

The elevators at Park Rapids, Minn., handled 20,000 bushels of grain one week recently and the most of it graded No. 2 northern.

M. & J. Krebsback, of Adams, Minn., have taken in 52 cars of grain from Aug. 1 to Sept. 9, and from Aug. 11 to Sept. 9 have shipped 44 cars.

W. S. McLaughlin, of the Peavy Elevator Co., and Douglas McKay, of Consolidated Milling Co., Minneapolis, were Chicago visitors last week.

F. B. Wells, manager of the Duluth Elevator Co., Minneapolis, Minn., was married Sept. 19 to Miss Peavey, daughter of F. H. Peavey, the elevator man.

The Nashville Farmers' Elevator Co., of Polk Co., Minn., has incorporated with capital stock of \$10,000. The directors are L. S. Kolden, Paul Simon and Nels Wims.

Albert Enke, grain buyer for the Marfield Elevator company, at Verdie, Minn., reports that they have taken in 40,000 bushels of wheat from Aug. 25, to Sept. 9th.

The members of the Minneapolis Chamber of Commerce have been assessed \$10 by the directors, a good many of the members are objecting as they claim that the organization is out of debt and has \$20,000 at interest, and that the assessment was unnecessary and should not have been made.

The Great Northern road has opened its Fosston branch, and to celebrate the occasion the citizens of Duluth held a grand celebration Sept. 21, 22 and 23. The Northern Pacific and Great Northern ran excursions and brought in a great many people who were given the freedom of the city and were shown the large elevators, ore docks, coal and lumber yards, and city in general. On the evening of the 22nd the Board of Trade furnished an elaborate exhibition of fire works.

Wheat was on the move at Duluth recently, as is shown by the fact that one elevator at noon had 20,000 bushels of No. 1 northern wheat in the house and between that time and 5 o'clock it loaded 50,000 bushels into vessels, the other 30,000 bushels being unloaded from the cars, put through the cleaning

machines one or more times, then carried up, reweighed and loaded into the vessel.

NORTHWEST.

Dilger & Noble are buying grain at Yankton, S. D.

The Farmers' Elevator at Hetland, S. D., is nearing completion.

Hirsch & Hirsch have completed their elevator at Tyndall, S. D.

J. T. Blacklock has charge of the D. & M. elevator at Bathgate, N. D.

Faris & Sons' new elevator at Sherman, S. D., is now about completed.

The Peavy Elevator Co. will erect a 40,000-bushel elevator at Elora, N. D.

An addition has been built to the St. Paul and Kansas City Elevator at Yankton, S. D.

J. M. Hartin's new elevator at Lakota, N. D., is now finished and ready to receive grain.

Mr. Westphal will rebuild his elevator at Missionhill, S. D., which was destroyed by fire Sept. 9.

Clarence Mears, of Milton, is buying grain at Grafton, N. D., for Ely Harris & Co., of Duluth, Minn.

Dave Gregor, of Madison, is buying grain at Utica, S. D., for McCaull, Webster & Co.

W. H. Stokes, of Watertown, S. D., places the wheat yield of South Dakota at 36,000,000 bushels.

C. E. Lewis & Co., of Minneapolis, have opened a grain office at Valley City, N. D. D. V. Moore will be in charge.

Mr. Paulson, of Pipestone, Minn., is buying grain at Brandt, S. D., for McCaull, Webster & Co., who have the old Stokes elevator.

C. R. Green and O. H. Johnson are building a 30,000 bushel elevator on the site of the old elevator which was destroyed by fire last year at Hamilton, N. D.

The new elevator at Mission Hill, S. D., was destroyed by fire Sept. 9. The fire was supposed to have been started by a tramp. The elevator contained 2,500 bushels of wheat.

McHugh & Gardner Elevator Co., of Langdon, N. D., have bought the mill of the North Dakota Milling Co., at Forest River, thus securing control of the elevator at that place.

The Inter-State Grain Palace Association's exposition at Aberdeen, S. D., will be held this year Oct. 3 to 8 inclusive, and a magnificent program of entertainment has been prepared.

McCaull-Webster Co., of Webster, S. Dak., have purchased seven elevators in South Dakota from W. H. Stokes, of Watertown. These houses are located at Alto, Palmer, Clear Lake, Brandt, Toronto, Waverly and Rouville.

W. H. Stokes, of Watertown, S. D., owner of the Watertown Mills will build two large steel tanks, each 40 feet high and 45 feet in diameter, for storing wheat. These tanks will have a capacity of 1,000,000 bushels. The pneumatic conveying system will be used.

J. K. McLennan and W. C. Graham, grain merchants, Winnipeg, have dissolved partnership. J. K. McLennan assumes all the debts of the firm, and to him all accounts due the firm are payable.

SOUTHWEST.

Already the Texas Grain Dealers' Association has a large membership.

When you make a change in your elevator or your firm send us a notice of it for publication.

Seeley & Early, of Waco, Tex., have installed a large Invincible Oat Clipper in their elevator and intend to clip all oats that they ship.

C. P. Shearn, of Houston, Tex., has incorporated his business, which will hereafter be conducted as a stock company and known as the South Texas Grain Co.

Charles F. Orthwein & Son, St. Louis, Mo., who were contemplating the building of a 600,000 bushel elevator at Fort Worth, Tex., have decided not to build it this year.

The South Texas Grain Company has filed a charter with the secretary of state. The capital stock is \$6,000. The incorporators are: Charles P. Shearn, J. V. Neuhaus and W. O. Neuhaus.

D. Rechner, a member of the firm of Goldstuck, Hainze & Co., grain importers, Paris, France, is making a trip through the southwest. He will return via the southern states to New York, then sail for France.

The employees at Elevator "A," Galveston, Tex., went on a strike recently. It seems they want steady employment and \$12 a week instead of \$2 a day and only work part of the time. New men were taken on in their places.

The first annual meeting of the South Texas Hay Association will be held in Houston, Tex., Oct. 4 and 5. The railroads have given a reduced rate of one and one-third fare for this occasion. It is thought that there will be a large attendance.

A wheat growers' meeting, held at Georgetown, Tex., Sept. 17, was well attended by the farmers from all sections of the county. Methods of sowing, reaping and threshing were discussed. There will be a large acreage in wheat in that county next year.

The near future will see the grain men of Galveston, Tex., cared for by the Cotton Exchange, and letterheads will read, "Galveston Cotton Exchange and Board of Trade." A number of the committees of the Board have been left open and the vacancies will be filled by grain men when they join the Exchange.

The Texas Grain Dealers' Association already has 60 members, and the indications are that this will be a very strong and useful organization. It already has mapped out a line of work which insures much benefit to regular dealers. This association merits and should receive the hearty support of all the regular grain dealers in the state.

CANADA.

The grain standards board of Manitoba, which acted last year, will continue in office this year.

Manager Thompson, of the Ogilvie Milling Co., Winnipeg, Man., estimates the wheat crop of Manitoba at 32,000,000 bushels.

Mr. Walker, who for the past year has been identified with the Manitoba Grain Co., Winnipeg, Man., has accepted a position with the Dominion Elevator Co.

Some of the new grain in Manitoba is being delivered direct from the threshers to the cars. The grain is turning out well, and in some districts is yielding 30 bushels to the acre.

The greater part of the grain crop of Manitoba and the Territories, will be handled by the grain men of Winnipeg. A good deal of the grain does not reach that market because there are many flour mills at country points which require more or less wheat. However, most of it will be handled at Winnipeg. This year a number of changes have been made among the grain firms at Winnipeg, and some new firms have been launched, which indicates that there is no lack of competition in the Manitoba grain trade. The following changes are reported by the Commercial of Winnipeg: H. S. Patterson, who worked for the Dominion Elevator Co. last season, is this year doing business alone, and has ten buyers on the road. J. K. McLennan and W. C. Graham have dissolved partnership and each will continue in the grain business alone. W. D. McBean, formerly of D. S. McBean & Co., will do business alone this season. Thompson, Sons & Co., formerly in business at Brandon, and later at Fort William, have moved to Winnipeg. A. P. Campbell, formerly with the Dominion Elevator Co., has organized a new company, which will be known as Campbell & Co. J. D. O'Brien has recently opened an option brokerage business. These new firms, with those already in business, make quite a lengthy list of Winnipeg grain companies, and clearly indicates the importance of that city as a grain center. A fine new grain exchange building is now being erected for the accommodation of the grain trade by N. Bawlf, a prominent grain man of Winnipeg.

WANTED.

ELEVATOR AND YARDS WANTED.—I want to buy or rent an elevator and stock yards. Address C., Box 313, Madison, Neb.

Grain Tables FOR CAR LOADS.

COMPILED FOR THE CHICAGO WAREHOUSE REGISTRAR.

THESE TABLES show the number of bushels in any amount of grain which can be weighed in large hopper scales. No figuring is required. The tables are well printed on strong heavy paper, and so arranged that anyone can readily find the number of bushels in any amount. The tables are printed on only one side of each leaf. Each leaf is notched at right hand margin and the range of the weights on it shown in heavy faced type on margin. The tables are arranged in eleven columns on each right hand page. The first column contains the weights in thousands and hundreds of pounds, from 20,000 to 70,000 pounds. The second column shows the number of bushels in these even hundred weights of grain; the third column shows the number of bushels in the even hundred weights plus ten pounds; the fourth column plus twenty pounds; the fifth column plus thirty pounds, etc.

The tables are strongly bound in cloth. The tables for Oats at 32 pounds are bound in olive green; the tables for Corn and Rye at 56 pounds in sea green and the tables for Barley at 48 pounds in black. Many errors are prevented and much labor avoided by their use. Each book is complete in itself. Price, \$1. For any of these tables address the

GRAIN DEALERS COMPANY, 10 Pacific Ave., CHICAGO, ILL.

THE ANNUAL MEETING

of the GRAIN DEALERS' NATIONAL ASSOCIATION, will be held at the CHICAGO BEACH HOTEL,
CHICAGO, November 2nd and 3d, 1898.



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May be worn at pleasure by the Four Hundred or the Four Thousand, at any one of the nine hundred and ninety-nine delightful summer resorts along the lines of the Chicago, Milwaukee & St. Paul Railway in the cool regions of Wisconsin, Minnesota, Iowa and Michigan, not omitting the famous Excelsior Springs of Missouri.

Within three hours' ride of Chicago are some of the most beautiful lake and country resorts in Wisconsin. Oconomowoc, Waukesha and Delavan are among the list. A little farther away are Elkhart Lake and the Dells of the Wisconsin River; and beyond are Marquette—with its magnificent Hotel Superior—Minocqua, Star Lake, Lake Minnetonka, Lakes Okoboji, Spirit Lake and hundreds of other deliciously inviting and invigorating spots where energy will be revived and life prolonged by a visit of a few days or a sojourn of a few weeks.

The season opens early in June and lasts until late in September.

Excursion tickets are sold every day during the summer months. Our summer guide book with list of hotels and boarding houses will be sent free upon application to Geo. H. Heafford, General Passenger Agent, Old Colony Building, Chicago, Ill.

Clarks Grain Tables

AVOID UNNECESSARY FIGURING,
PREVENT ERRORS IN COMPUTATIONS
BY USING

CLARK'S STANDARD SERIES
OF GRAIN CALCULATORS,
FOR REDUCING POUNDS TO BUSHELS.

Clark's Grain Tables for Wagon Loads reduces team scale weights to bushels. This book is prepared for use by Country Buyers. It contains 9 tables, showing the number of bushels in any load from 100 to 4,000 lbs. The first table is for reducing weight of oats to bushels of 32 lbs.; the second is for oats at 35 lbs.; the third is for barley, Hungarian grass and cornmeal at 58 lbs. to the bushel; the fourth is for shelled corn, rye and flax seed at 56 lbs. to the bushel; the fifth is for wheat, clover seed, beans, peas and potatoes at 60 lbs. to the bushel; the sixth, seventh and eighth are for ear corn at 70, 75 and 80 lbs., respectively, to the bushel; the ninth is for timothy seed at 45 lbs. to the bushel. All of the tables are printed in heavy faced type on good paper. The price of this book, bound in strong manilla cover paper, is 50 cents.

Clark's Vest Pocket Grain Tables include tables reducing any number of pounds from 60 to 100,000 to bushels of 56 lbs., 60 lbs., 48 lbs., 70 lbs., 75 lbs., 80 lbs. and 45 lbs. They are bound in tough paper and form a thin book 2 3/4 inches wide by 8 1/4 inches long. Price 50 cents.

Clark's Grain Tables for Car Loads reduces any amount from 20,000 to 64,000 lbs. to bushels, and is designed for use by Shippers and Commission Merchants. It is printed on good paper from heavy faced type and bound in cloth. It contains 16 tables, which show the equivalent in bushels of 32, 56, 60 and 48 lbs., of any amount from 20,000 to 64,000 lbs. Price \$1.50.

Bushel Values is a companion table for wagon loads. It shows the cost of bushels and lbs., when the market price is any amount from 15 cents to \$1.04 per bushel. It is conveniently arranged and easily understood. It is printed on good paper and bound in heavy cover paper. Price 50 cents.

Any of the above tables can be obtained from the
GRAIN DEALERS COMPANY,
10 PACIFIC AVE. CHICAGO, ILL.

Perforated Metal For Grain Cleaners



Alaska Gold

is flooding the country and prices are going up, but we still sell the U. S. Standard Scales at lowest prices; also



Hundreds of Specialties at less than Wholesale prices, viz:
Sewing Machines, Bicycles, Organs, Pianos, Elder Mills,
Carriages, Carts, Buggies, Harness, Safes, Bone Mills,
Letter Presses, Jack Screws, Trucks, Anvils, Hay Cutters,
Press Stands, Feed Mills, Stoves, Drills, Road Plows,
Lawn Mowers, Coffee Mills, Forges, Lathes, Dump Carts,
Corn Shellers, Hand Carts, Engines, Tools, Wire Fence,
Fanning Mills, Crow Bars, Bolters, Watches, Clothing &c.
Hay, Stock, Elevator, Railroad, Platform and Counter SCALES.
Send for free Catalogue and see how to Save Money.
151 S. Jefferson St. CHICAGO SCALE CO., Chicago, Ill.

When Writing Advertisers
Kindly Mention the ...

...Grain Dealers Journal

2 for 1

You can get two journals for the price of one, if you will cut this out and send it with \$3 to the

Daily Market Record,

published daily at Minneapolis, Minn., by G. D. Rogers, or to the

GRAIN DEALERS JOURNAL

published semi-monthly by the Grain Dealers Company at Chicago, Ill.

The price of the Daily Market Record is \$3 per year; of the Grain Dealers Journal \$1 per year; both together \$3 per year.

A BARGAIN. TRY IT.

Locations for Industries at Chicago.

Industries located on the line of The Belt Railway Co., of Chicago, are afforded unequalled switching facilities and the advantage of connecting with all Chicago railroads. They have the benefit of competitive rates and an abundant supply of cars for shipments at all times. Parties contemplating the establishment of industries in the vicinity of Chicago are invited to communicate with the undersigned, who will promptly furnish full information in regard to location, switching rates, car supply, etc.

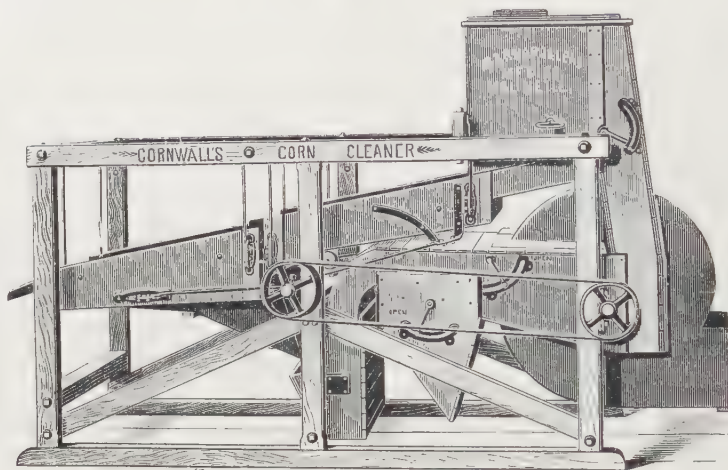
B. THOMAS,
Pres. and Gen. Mgr.,
Dearborn Station, Chicago.

BARNARD & LEAS MFG. CO.

MOLINE, ILLINOIS,

MANUFACTURERS OF THE BEST CORN CLEANER
IN THE WORLD, VIZ. THE

Cornwall Corn Cleaner!



This in connection with our **VICTOR CORN SHELLER** makes the best outfit for shelling and cleaning corn for the market that has ever been used, and we guarantee it to be such. Write us for further information and don't forget to give us a trial.

BARNARD & LEAS MFG. CO., MOLINE, ILL.

THE FOWLER ELEVATOR AND CAR LOADER.

The accompanying cut shows a type of an elevator that is suitable for small way stations where not much grain is handled and therefore has to be handled cheaply. This kind of a building can readily be put up anywhere, does not cost much, and will handle grain cheaply. For country points that do not warrant a large investment or handle large quantities of grain, this kind of a building is well adapted and just the thing.

One feature of the building is its neat appearance and size. Many of the plants constructed according to the plan of the one shown cost but \$300 complete.

This elevator and car loader was built by W. A. Fowler, of Walnut, Kan., who is the inventor and builder of the Fowler Elevator and Car Loader. He claims there is absolutely no expense in handling grains of any kind either from wagons to cars or from cribs to cars. It is provided with a low dump, in fact, it is but twenty-eight inches high, so any team can pull a load of grain upon it. Any additional information can be obtained by addressing W. A. FOWLER, WALNUT, KAN.



No Revenue Stamp Required

We are making a combined Cash and Storage Ticket, or receipt for grain, that does not require a revenue stamp when paid at bank.

Price in books of 1000 numbered consecutively, with stub, \$4.50.

In ordering send sample of receipt in use now. Address

C. E. JUDD CO., DULUTH, MINN.

OATS CLIPPED, CLEANED AND MIXED AT THE

Nickel Plate Elevator,

Operated by HARRY G. CHASE, 10 Pacific Ave.
....CHICAGO....

Webster's International Dictionary

Invaluable in the Home, School, and Office.

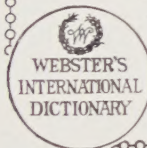
A thorough revision of the Unabridged, the purpose of which has been not display nor the provision of material for boastful and showy advertisement, but the due, judicious, scholarly, thorough perfecting of a work which in all the stages of its growth has obtained in an equal degree the favor and confidence of scholars and of the general public.

The One Great Standard Authority.

So writes Hon. D. J. Brewer, Justice U. S. Supreme Court.

GET THE BEST.

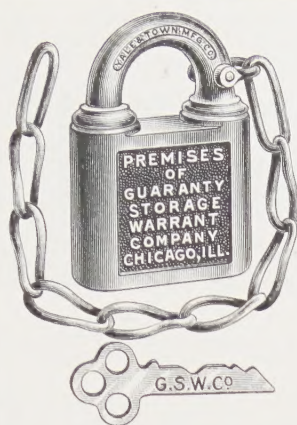
Send for specimen pages to
G. & C. MERRIAM CO., Publishers,
SPRINGFIELD, MASS.



If U Hav

a sign on your door, you are an advertiser. The sign is intended to advertise your business to passers-by. An advertisement in a reliable trade paper is only so many thousand signs spread over a great many square miles. You can't carry everybody to your sign, but the GRAIN DEALERS JOURNAL can carry your sign to everyone in the trade. TRY IT.

A very interesting lecture was delivered Sept. 9 before the Chicago Single Tax Club by S. Hallett Greeley, a member of the Chicago Board of Trade, his subject was "Chicago Public Warehousemen, Operators of the Grain Trust. The Facts of a Monstrous Monopoly."



GUARANTY STORAGE WARRANT CO.

Capital and Surplus \$225,000

ISSUES Storage Warrants on { Wheat, Oats and Corn

Contained in Owners ELEVATORS, WAREHOUSES and CRIBS.

These Storage Warrants (sometimes called Warehouse Receipts), are used to secure loans and to facilitate the sale and delivery of the property they represent. They are especially well adapted to the grain trade where grain is carried at local railway stations and junction points; the property remaining where stored at nominal cost until price satisfactory to the warrant holder can be secured.

Write for Rates to Grain Dealers.

Offices, Calumet Building, 189 La Salle St., Chicago.

DIXON'S SILICA GRAPHITE PAINT

FOR TIN OR SHINGLE ROOFS AND IRON WORK. Tin roofs well painted have not required repainting for 10 to 15 years.

If you need any paint it will pay you to send for circular.

JOSEPH DIXON CRUCIBLE CO., Jersey City, N. J.

WEBER Gasoline Engines

Are Known for Strength and Durability.

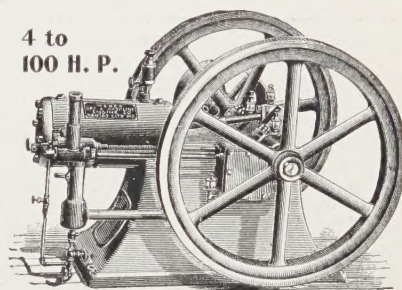
ADAPTED FOR ELEVATORS, FEED MILLS, ETC.

Cost to Run, 1c per H. P. Hour.

Send for Catalogue.

Weber Gas & Gasoline Engine Co.

424 S. W. Boulevard, KANSAS CITY, MO.



When writing advertisers kindly mention the
GRAIN DEALERS JOURNAL.

Write your name and address below and mail to

The GRAIN DEALERS COMPANY,
10 PACIFIC AVE., CHICAGO, ILL.

Gentlemen:—Enclosed find One Dollar for which please send the GRAIN DEALERS JOURNAL for one year to

Name _____

Post Office _____

County _____

Date _____ State _____

"The official lists of the grain dealers, shippers, flouring mills, elevators and commission houses of any one of the 27 of the principal cities is alone worth many times this small sum and this is the only work which contains these lists, and they are correct and revised to date, besides the many thousands and thousands of places all over the country where grain is bought and sold!!"

BEGIN RIGHT!

SEND A CHECK FOR \$3.00 BEFORE TOO LATE AND GET...

\$20.50 Worth of the Most Valuable and Up-to-Date Advertising and Works relating to the Grain Trade **FOR \$3.00**

Read the Greatest Offer Ever Made to anyone who Operates an Elevator or Flouring Mill, who is a Grain Buyer or seller, a Grain Commission Merchant, a Track Buyer or Seller, or Anyone who desires to reach any of this class of customers.

SEND YOUR CHECK FOR \$3.00 and you will get the following works and advertising worth **\$20.50** expressage fully prepaid.

Clark's Grain Dealers' and Shippers' Gazetteer for 1897-98, 300 pages, 9x12 inches, bound in cloth.....	regular price, \$ 5.00	Total \$20.50
Space of fourteen agate lines for your advertisement in same.....	regular price, 10.00	
Clark's Grain Dealers' and Shippers' Gazetteer for 1899, 500 pages, bound in cloth.....	regular price, 5.00	
Clark's Grain Tables. "Bushel Values," bound in Hercules Manilla.....	regular price, .50	

ALL FOR \$3.00 WITH ORDER, Expressage Fully Prepaid. Was Ever Such an Offer Made Before? Think of It! FOR \$3.00

Clark's Grain Dealers' and Shippers'Gazetteer....

Contains the Official List of Flouring Mills, Elevators, Grain Dealers, Shippers and Commission Merchants Located on ALL THE RAILROADS THROUGHOUT THE UNITED STATES AND CANADA.

To the Individual or Firm Receiving this Issue of the Grain Dealers Journal:

GENTLEMEN:—Your business is located on one of these railroads somewhere in the U. S., and your name has been furnished for the work by the officials of said road, as the work is issued under their indorsement and with their co-operation. To print here all the roads represented would take up too much room. Should your firm, however, be a subscriber to **Clark's Grain Dealers' and Shippers' Gazetteer** for 1898 you are aware of the value of the works and of advertising above mentioned, and that you paid the amount asked for the entire list for the book alone. Eighty per cent. of the subscribers have renewed, as before, without premiums or advertising space as offered above. The 1899 edition of this work (now being compiled), **will include the lists of more than one hundred railroads not appearing in work for 1898.** It will be between 400 and 500 pages, handsomely bound in cloth. The roads being alive to the importance of the work, every line represented gives the lists the most careful revision, so that absolute accuracy is guaranteed. Besides, the millers and elevators are marked so that you can tell at a glance whether the firm belongs to the milling, elevator, grain buying or commission class. It contains the Grain Inspection Rules of the leading Boards of Trade, including Minneapolis, Philadelphia, Milwaukee, St. Louis, Detroit, Chicago, Cincinnati, Toledo, etc., the list of officers of the leading Boards of Trade, and other information of interest and profit to proprietors of elevators, flour mill owners, grain dealers and shippers, commission houses and track buyers, and concerns who desire to reach this class of customers. The price of the work hereafter will be \$5.00, but should you feel like taking advantage of the above you may do so, if you send your remittance—in that case you can have the entire list sent by express fully prepaid for only \$3.00. Here's an opportunity to get an immense amount of up-to-date information and valuable advertising for a very small sum. Any of the items mentioned are worth more than the price asked for all. Remember, only \$3.00 pays for the entire lot. Send at once so as not to be too late, and inclose "copy" for your advertisement. Write advertisement plainly, as "proof" cannot be shown. Address

CLARK'S GRAIN DEALERS' AND SHIPPERS' GAZETTEER, 10th Floor Adams Express Building, Chicago.

It Has Occurred to Us

That all an advertisement might say would not influence you as much as to print (as we do below), the names of old subscribers whose orders for the 1898 work were received in one day's mail recently. It shows the diversity of the circulation of this great work and the high esteem in which it is held. Do you believe these hard headed business men would send a renewal for a work that did not pay them? They paid the price asked and received no premiums. **You get \$20.50 worth for \$3.00.** Send at once. There are also a few letters from old advertisers in the previous work who send renewals. Your advertisement ought to pay you the same or even better than it does them. A medium that an advertiser who has thoroughly tested it says is good must be very good. Send us your order at once.

Chase, Hibbard Milling Co.....Elmira, N. Y.
The Weston Mill Co.....Scranton, Pa.
Jesse Jones & Son.....Norfolk, Va.
J. Chas. McCullough, Exp'r.....Cincinnati, O.
Southern Grain Co.....Kansas City, Mo.
Santona Roller Mills.....Santona, Iowa.
Saginaw Milling Co.....Saginaw, Mich.
Chas. A. Ayres & Co.....Martinsville, O.
Griffiths & Hayes, Ag'l Imp.....Paoli, Kan.
Ballard & Ballard Co. Mill.....Louisville, Ky.
McCord & Kelly.....Columbus, O.
J. H. Hennesch & Co.....Cincinnati, O.
Enterprise G'n Elevator.....Binghamton, N. Y.
L. Frersdorf & Son.....Hudson, Mich.
Penn Yan Roller Mills.....Penn Yan, N. Y.
McFarlane Mill Co.....Sherbrooke, Quebec.
Dwight M. Baldwin, Jr.....Graceville, Minn.
Logan & Co., Grain.....Nashville, Tenn.

Watertown Roller Mills.....Watertown, S. D.
The Cutler Co.....North Wilbraham, Mass.
Bernier & Co.....St. Hyacinthe, Can.
Miner, Hillard Flour Mills.....Wilkesbarre, Pa.
B. L. Bridges & Co.....Memphis, Tenn.
S. L. Hamilton.....Ashland, Ill.
G. W. Kennedy & Son.....Shelbyville, Ind.
S. R. Lown.....Cuba, N. Y.
Caughay & Curran.....Detroit, Mich.
Howell & Webster.....Middletown, N. Y.
Schwartz & Co.....Walcot, Iowa.
J. S. Lewis & Co.....Lockhart, Tex.
Henry Lytle & Sons.....Somers, Wis.
R. L. LeBlanc, Grain.....Chetawa, Miss.
G. A. Richards, Grain.....Gulfport Center, N. Y.
J. S. Liggett, Grain.....Wellsburg, W. Va.
John Wade & Sons.....Memphis, Tenn.
George H. Swearingen, G. Store.....Dunbar, Pa.

Davis & Co., Elevators.....Nevada, Mo.
Edward J. Wilkins.....Pittsburg, Pa.
C. M. McLaughlin.....Unity, Pa.
G. L. McLane & Co.....Union Mills, Ind.
Hertz & Keever.....Kansas City, Mo.
W. M. Reid, Grain.....Euclid, O.
Mercer & Kulp.....Phoenixville, Pa.
E. R. Ulrich & Son.....Springfield, Ill.
J. D. Nichols & Son.....Noble, Ill.
Scott Roves' Sons.....Cincinnati, O.
Chas. H. Lindner.....Valparaiso, Ind.
E. F. Grover, Grain.....Glyndon, Minn.
C. O. Matheny & Co.....Springfield, Ill.
Robt. Elliot & Co., Grain.....Milwaukee
A. Sperling.....Dewey, Ill.
Alden F. Hays, Grain.....Sewickley, Iowa.
W. A. McLogan & Co.....Carroll, Iowa.
R. J. Gothers.....Hastings, Pa.

"In the Opinion of the Leading Millers, Elevator Owners, Grain Merchants, Buyers and Sellers, it is the Best Work Ever Issued."

SANDWICH ENTERPRISE COMPANY.

SANDWICH, ILL.

Clark's Grain Dealers' and Shippers' Gazetteer, Chicago, Ill.

Gentlemen:—We have yours of the 27th ult., and have concluded to place our advertisements in the Gazetteer which you are getting ready for publication, accepting your offer, which we understand is the same as made last year which we used. We sign order and enclose same herewith.

Yours truly, SANDWICH ENTERPRISE CO.
By W. H. Robertson, Asst. Secy.

THE S. HOWES COMPANY.

SILVER CREEK, N. Y.

Clark's Grain Dealers' and Shippers' Gazetteer, Chicago, Ill.

Gentlemen:—We are in receipt of yours of the 25th ult. and will state that we will take the page in your new book. We would just as soon use the copy that is in the old book.

Yours very truly, THE S. HOWES CO.
Per F. L. Cranson, Secy.

THE CASE MANUFACTURING CO.

COLUMBUS, OHIO.

Clark's Grain Dealers' and Shippers' Gazetteer, Chicago, Ill.

Gentlemen:—In response to your letter of recent date we inclose to you order for renewal of full page advertisement in the Grain Dealers' and Shippers' Gazetteer for the years 1897-1898. It may be of interest for you to know that our year's advertisement in the Gazetteer was a valuable one to this company, and we confidently believe that greatly aided our trade, and it is with pleasure that we renew the same for the year above indicated.

Wishing you abundant success, we remain,

Yours truly,

THE CASE MANUFACTURING CO.,

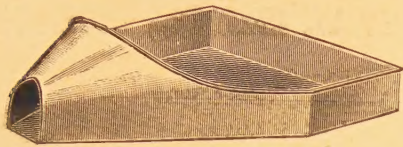
By J. F. Oglevee, Vice-Prest.

Send your order at once. \$3.00 pays for all, to be sent express charges fully prepaid. Don't forget to send "copy" for advertisement at same time. Address

CLARK'S GRAIN DEALERS' AND SHIPPERS' GAZETTEER, 10th Floor Adams Express Bldg., CHICAGO, ILL.

CHASE SAMPLE PAN

For Examining Samples of Grain.



Made of Aluminum. The Lightest Pan made, will not Rust or Tarnish, always stays Bright.

\$1.25 at Chicago.

GRAIN DEALERS CO., 10 Pacific Ave., CHICAGO, ILL.

PENS.



Try Pencil Point and Diamond Point Pens for....

FIGURES, POSTING and GENERAL USE.

Made of Nickel Steel—nothing so good. To try, one doz., 15c; two doz. 25c. Stamps will do.

SPOT CASH PEN CO., 506 Journal Bldg., Chicago

Remember the name....

GRAIN DEALERS JOURNAL

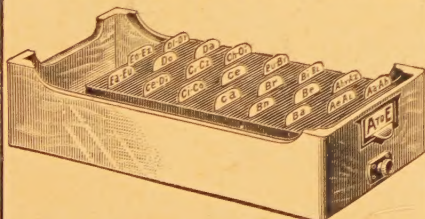
Advertise
...in it

Subscribe for it

Freight Tables...

Avoid unnecessary figuring and prevent errors in computing freight per bushel by using labor saving freight tables. Amount of freight per bushel at every rate up to 50 cents per hundred shown. Copy of same, printed on cardboard with heavy-faced type, can be secured by sending six cents in stamps to the GRAIN DEALERS JOURNAL, 10 Pacific Ave., Chicago, Ill.

TIME SAVED IS PROFIT GAINED



Adding expedition and accuracy to a business increases its ability to succeed. We manufacture modern, up-to-date office devices, notably

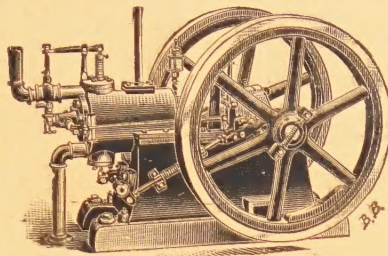
**The Globe Card Index File and
The Globe-Wernicke Elastic Cabinets**

that increase office efficiency many fold.

You will see their desirability for your business on inspection, or we will tell you by letter, if your calling is inconvenient.

The Globe Company,

226-228 Wabash Ave., CHICAGO.



Flour City Gasoline Engines..

SUBSTANTIAL.
STEADY MOTION.
SAFE. SAVES EXPENSE.

KINNARD PRESS CO., MINNEAPOLIS, MINN.

0 0 0 0 0 0 0 0 0 0

0 CIPHERS

By using a good Telegraph Cipher Code, Grain Dealers can prevent errors, reduce the cost of sending messages and prevent their contracts becoming known to agents.

0

ROBINSON'S TELEGRAPHIC CIPHER CODE,
Bound in Leather, \$2.00; Cloth, \$1.50.

0

JENNINGS' NEW ENGLAND TELEGRAPH CIPHER and
DIRECTORY, Bound in Morocco, \$3.00.

A-B-C INTERNATIONAL CODE, \$7.00.

STEWART'S TELEGRAPHIC CODE,

By means of which any number from 1 to 1,000,000 can be expressed by a single word of not more than 10 letters. 25 cents.

For any of the above, address

GRAIN DEALERS CO., 10 Pacific Ave., CHICAGO, ILL.



Clean Your Grain

with a KASPER

**SELF-ACTING
CLEANER.**

IT CLEANS GRAIN CLEAN.
SEPARATES CLIPPINGS FROM CLIPPED
GRAIN.
FIRST COST IS SMALL.
REQUIRES NO POWER, NO WATCHING.
WORKS WHILE YOU SLEEP.

TURN ON GRAIN when you leave at night, and several carloads will be ready for shipment in the morning.

THOMAS WHITFIELD, Owner and Manufacturer,
369 Wabash Avenue, CHICAGO, ILL.

HAY—GRAIN. TWO JOURNALS \$2

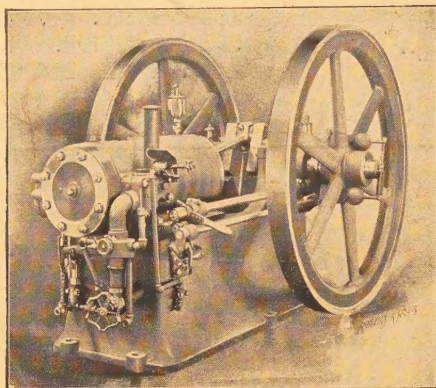
Dealers engaged in handling hay as well as grain will profit by subscribing for a journal devoted exclusively to the hay trade and for the Grain Dealers Journal. THE HAY TRADE JOURNAL is published weekly by Willis Bullock at Canajoharie, N. Y., for \$2 per year. The Grain Dealers Journal is published semi-monthly by the Grain Dealers Company at Chicago, for \$1 per year. Regular dealers can get both Journals one year by sending \$2 to either Journal and mentioning this offer.

\$3 for \$2

WEBSTER MFG. CO.

Eastern Branch,
38 Dey Street, NEW YORK, N. Y.

General Office and Works, 1075-1097 W. 15th St., CHICAGO.



Webster Horizontal Engine for Gas or Gasoline.

We Manufacture the Most Complete Line of....

GRAIN ELEVATOR MACHINERY

of any firm in this country. We make a specialty of Complete Equipments for Grain Elevators from 5,000 to 2,000,000 bushels capacity. Send for our Catalogues.



Elevator Supplies

ALWAYS ON HAND.

Elevator Boots, Elevator Buckets, Elevator Bolts, Belt Tightners, Conveyors, Sheave Wheels, Shafting, Hangers, Sprocket Wheels, Pulleys, Belting and Rope Transmission. Write for Catalog.

W. A. Jones Foundry and Machine Co.
57-59 So. Jefferson St., CHICAGO, ILL.

Do Not Attempt

to handle the NEW CROP with your old machinery. Put in new up-to-date machines and machinery. The reduction in the cost of handling, the improvement in the quality of the grain and the increase in price obtained will more than offset the cost of the improvements.

WRITE FOR A COPY of our new Catalogue of Elevator Machines and our latest improved devices and appliances for facilitating the handling of grain.

WELLER MFG. CO. 118 North Ave. CHICAGO.

WE CAN FURNISH OUR
AJAX TRANSMISSION ROPE
IN ALL LENGTHS AND SIZES DESIRED.

